



Hongkong Daily Press.

ESTABLISHED 1867

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TO YOU
WHEN YOU USE
LAZARUS'
BIFOCAL GLASSES.
N. LAZARUS,
Optician,
12, Queen's Road C. H.

No. 20,116 號六十一百一第第 日五廿月十年戌壬 HONGKONG, TUESDAY, DECEMBER 18TH, 1922. 二拜禮 號二十月二十年一十國民華中 PRICE, \$3 PER MONTH

INTIMATION
ERVEN LUCAS BOLS.
VERY OLD SUPERIOR GENEVA
(In Stone Carvings)
DEY GIN (London Style)
BLACKBERRY BRANDY
CREME DE CACAO
CREME DE MENTHE
CUBACAO GRAND FINE
CUBACAO, ORANGE (In Stone Carvings)
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PEAK TRAMWAY CO. LIMITED.
TIME-TABLE.
WEEK DAYS.
7.00 a.m. to 7.10 a.m.
7.30 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 10.00 " " 10
10.00 " " 11.00 " " 15
11.30 " " 12.30 p.m. " 10
12.30 p.m. " 2.30 " " 15
2.30 " " 4.00 " " 15
4.00 " " 8.10 " " 10
NIGHT CARS.
8.50 p.m. to 9.00 p.m. every 30 minutes
9.30 p.m. to 11.00 p.m. every 30 minutes
11.15 p.m. to 11.45 p.m. every 15 minutes
SATURDAY.
Extra Car-12 midnight.
SUNDAY.
7.00 a.m. to 7.10 a.m.
7.30 a.m. to 9.30 a.m. every 15 minutes
9.30 " " 11.00 " " 10
11.15 " " 12.00 noon " 15
12.00 noon " 1.00 p.m. " 10
1.00 p.m. " 4.00 " " 15
4.00 " " 8.10 " " 10
NIGHT CARS.
8.50 p.m. to 9.00 p.m. every 30 minutes
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the times stated in the Company's time-tables, but not for special cars, can be obtained on application at this Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or Cheques or Compro Order represented Bank Notes.

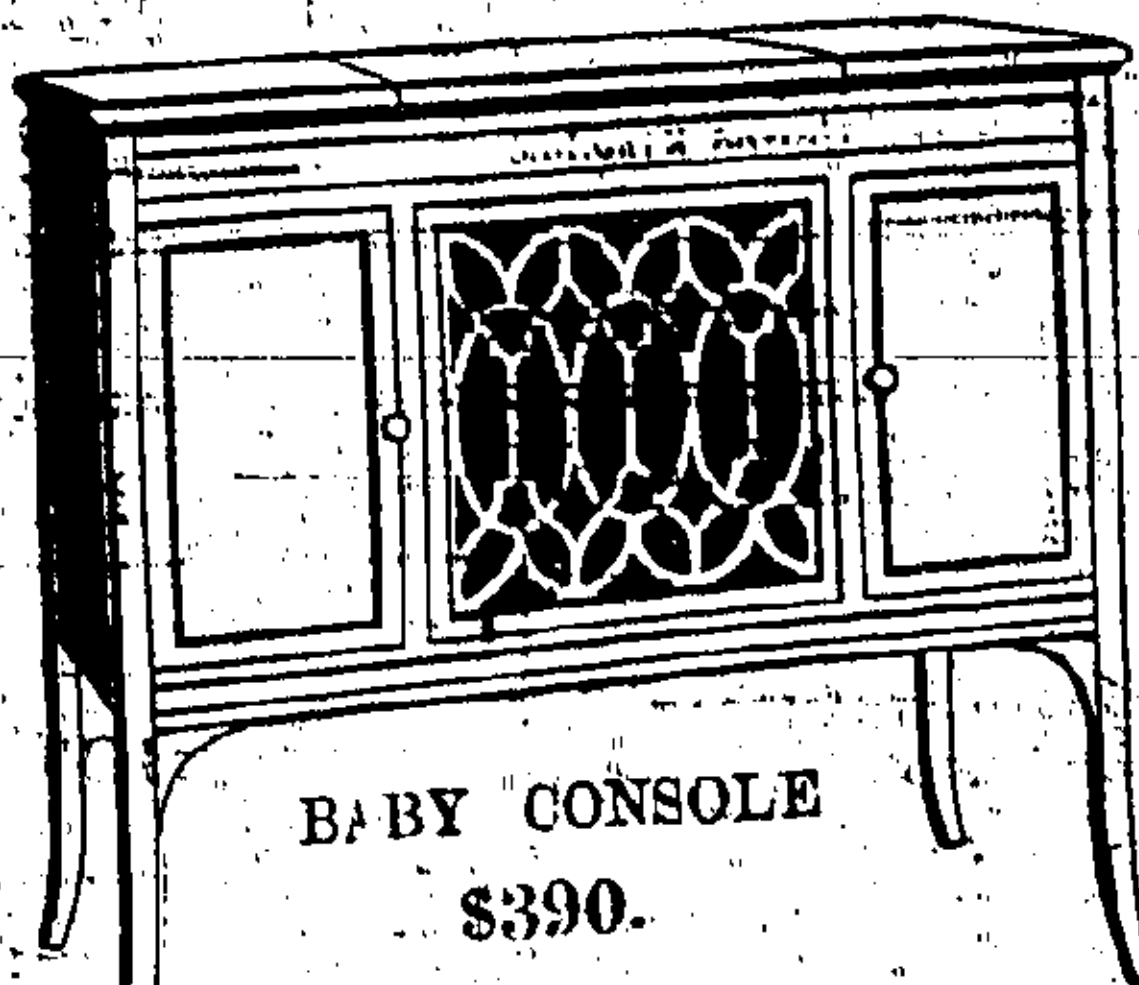
KOWLOON-CANTON RAILWAY.

On and after FRIDAY, SEPTEMBER 15TH, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS																					
Stations		No. 14	No. 13	No. 12	No. 7	No. 6				No. 5				No. 4				No. 3			
		Local	Local	Local	Local	Local	Express	Local	Local	Local	Local	Local	Express	Local	Local	Local	Local	Local	Express		
		A.M.	A.M.	A.M.	A.M.	A.M.		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
CANTON (See Note)	dep.						7.30						8.45						1.30		
SEK LUNG	dep.						8.15						11.00						1.50		
Shen Chai	dep.		7.30	8.00	8.30	8.45	10.15	11.15		11.45	1.05	1.20	1.35	1.50	2.05	2.20	2.35	2.50			
Shen Chai	dep.		7.30	8.00	8.30	8.45	10.45		11.45	1.05	1.20	1.35	1.50	2.05	2.20	2.35	2.50				
Fanning	dep.		7.30	8.15	8.30	8.45			11.15	1.05	1.20	1.35	1.50	2.05	2.20	2.35	2.50				
Shui Marso	dep.		7.30	8.15	8.30	8.45			11.15	1.05	1.20	1.35	1.50	2.05	2.20	2.35	2.50				
Shui Marso	dep.		7.45	8.30	10.15				11.30	1.20	1.35	1.50	2.05	2.20	2.35	2.50					
Shen Chai	dep.		8.00	8.45	10.30	11.15		11.45	1.05	1.20	1.35	1.50	2.05	2.20	2.35	2.50					
Shen Chai	dep.	7.30	7.45	8.30	10.15	11.30		11.45	1.05	1.20	1.35	1.50	2.05	2.20	2.35	2.50					
YIMMAN	dep.	7.30	7.45	8.30	10.15	11.30	11.45	1.05	1.20	1.35	1.50	2.05	2.20	2.35	2.50						
KOWLOON	dep.				8.00	10.45	11.30	11.45	1.05	1.20	1.35	1.50	2.05	2.20	2.35	2.50					

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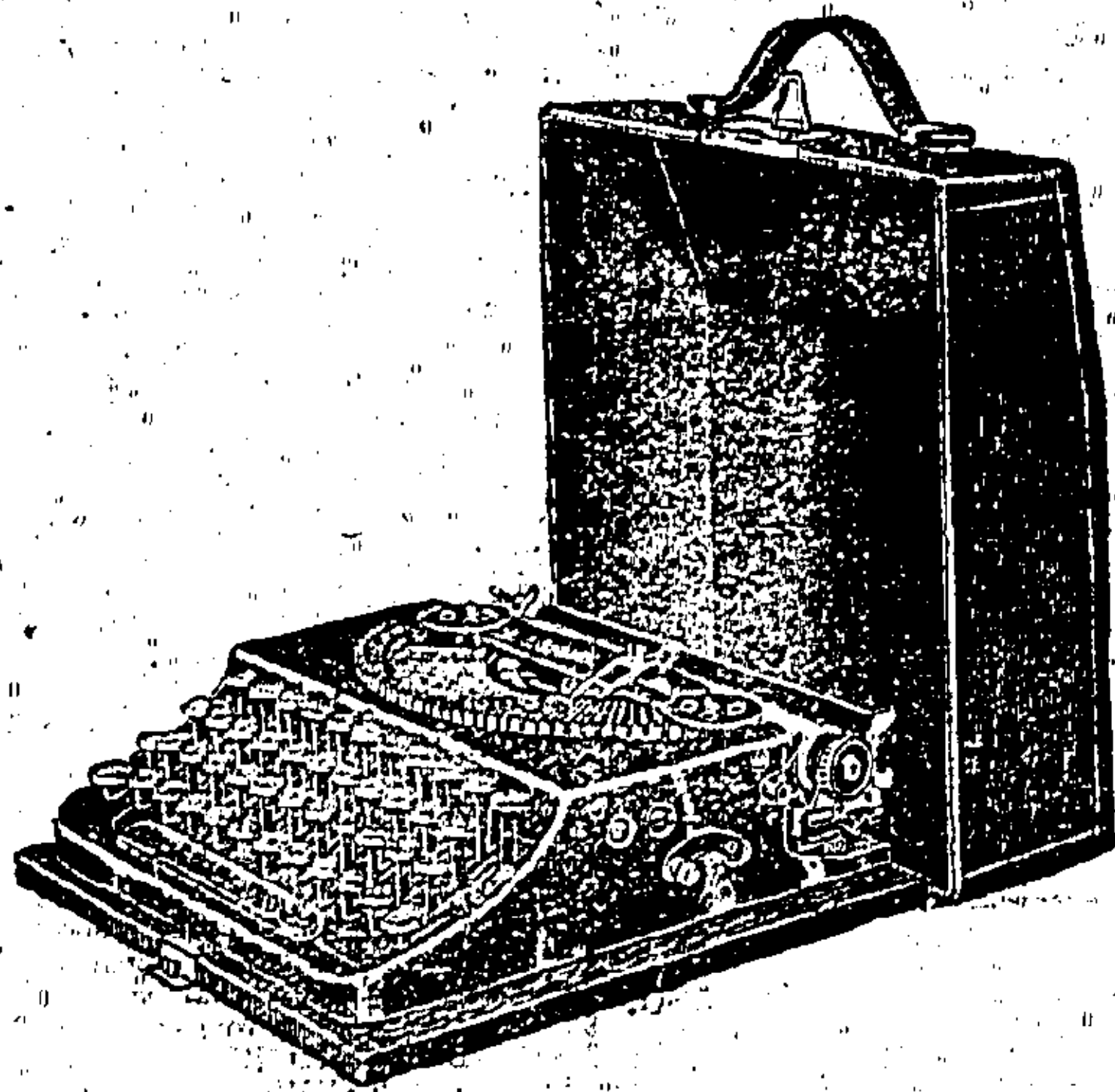
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1922



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big machine features. Fits in a case only four
inches high.

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AMERICA TO-DAY. THE SOUTH AWAKES.

ATLANTA, Georgia.
We have come to Atlanta—surely the
Atlantis of Europe's dreams—beautiful
Atlanta, lovely Atlanta, steeped in her South-
ern heats, divided between her dream of the
past and her hope of the future. But hope
wins.
For but twenty years ago Atlanta was a
little township of 20,000 people. Now it is a
great city of over 200,000, and it is still grow-
ing every day—leaping forward into a fuller
and larger life—a greater and more splendid
growth. But what a growth! Not the ugly
ungoverned sprawling of narrow streets,
creeping like a disease over the face of
Nature; not the selfish scramble of com-
petitive villadom, fenced and ruled from
one another's eyes; but the triumphant
march of well-planned, well-lighted roads,
the spread of well-built houses girt with
large and beautiful lawns, unfenced, un-
railed, and unafraid—all this growth spread-
ing wider and more freely with the help of
the cheap American automobile, which is
giving new wings to man. The seven-
league boots of the giant are now the
seventy-league boots of America. There
is now no triumph of man so tremendous in
its sweep, so harmonious and well-ordered,
as the growth of these modern American
towns. It is the actual realization of the
poet's dream.

Joy in widest commonality spread.

That is the point—the sense of the
"widest commonality" that inspires these
great growths. Here in this town are four
great courses—two of them for the well-to-do,
two for all. Here are great public
buildings—the Capitol, the town library, the
city hall. Here in these towns are always
the splendid American "public" schools—
schools really "public," schools for all,
schools for the whites and schools for the
blacks.

The South is marching forward with
great strides. To-day we have passed
through Birmingham in Alabama, a town
which is now the rival of its English
namesake. Within a few miles of this town
is a mountain of the best hematite iron-
ore and near by is coal. They have adopted
the coke oven, the most modern system
of steel production. They are pouring out
steel products by the Gulf of Mexico, both
east and west—through the port of Mobile
eastwards to Europe, and westwards
through the Panama Canal across the
Pacific. Let old Brummagem take care!
This climes breed a spirit of extraordinary
daring. They have no respect for the
Old World.

This sudden uprising of the Southern
States of America has passed with too
little attention in Europe. For a whole
generation after the Civil War—almost up
to 1900—she lay crushed, materially ex-
hausted both of men and wealth, bruised
to the soul by her deep defeat and
humiliation. The North trampled on her.
Her own past clung to her. She cherished
important thoughts of revenge. Her wealthy
families were ruined by the freeing of their
slaves without the compensation that we
gave to our slave-owners in the West
Indies. Their habits of idleness fought
against the prospects of revival—their
hatred of industry, their pride of leisure.
They detested the Northerners, in whose
talk of freedom and emancipation they saw
only a veil for greed and cruelty towards
the South. So they burrowed underground
in Ku Klux Klan conspiracies, and they
carried on a vendetta of fury and midnight
murder against the North and its protégé,
the black man.

THE WIND OF HOPE.

The ashes still smoulder. The Ku Klux
Klan itself is still alive. You meet from
time to time furious partisans of the South,
even in New York—"Daughters of the
Confederacy," and so forth. Down South,
in "Dixie Land," you still find all the
values inverted. John Brown is regarded
as a rascal of infamy, their own struggle
classified with the War of Independence.
"Dixie Land" is still sung:

We'll live and die for Dixie.

But the real sap is flowing elsewhere.
Those branches of the tree are perishing
as the Civil War generation dies out.
The young men and women of the South look
forward, and no longer to the past.
They have a phrase for those Confede-
rate ladies—"Non-reconstructed rebels."
The South, after long delays
and much anguish of soul, at last
—twenty years ago—set her face towards
reconstruction, and now we see the results in
this wonderful State of Georgia. There
are great resources in the South, besides
cotton. There are coal and iron, flour
and maize. The soil is of wonderful
fertility, and the sun is king here. The
new movement aims at developing all these
resources, as well as cotton. "More than
one string to our bow" is the cry of the
South to-day. In spirit and outlook these
Southern towns now recall the West of a
generation ago. The same wind of hope
blows through them; the same inexha-
ustible resourcefulness; the same pride of
victory over nature; the same sense of
the mastery of man.

Now all this movement is extraordinarily
friendly to Great Britain. That was the
meaning of the touching and almost
sensation-forerunner of the welcome vouch-
safed to us by the British Delegation bring-
ing the Selgrave gifts—this and not the
statues of Burke and Chatham. How shall
we ever forget that welcome in the Reception
Committee that sat up to meet us at
two a.m. in the fleet of splendid motor-cars
placed at our disposal, the banquet, the
luncheon, the feast—not to mention other
beverages, by no means "prohibited"
to us? Then there was the deep
respect of the crowds in the streets
at the sight of the British flag; the
solemn reception by the Mayor at the City
Hall; the greetings from the Capitol and

from the Supreme Court. "Not unto us, not
unto us," but unto our country were these
honours given. For Great Britain stands
first in this land. It is the land of the
immigrants who still stand by Wilson and
the League, and there has been nothing
more striking in our tour than the deep,
almost solemn, acclamation to the name of
that sick ex-President at the banquet given
to us at the Piedmont Driving Club last
night—that exquisite building, the home of
the old driving days, with its lofty Geor-
gian banqueting hall, picked out in spotless
white, against which the black waiters flit-
ted to and fro like servants of ebony.

There lay, no doubt, behind all this many
memories—perhaps even a memory of
certain English sympathies in that old
struggle, and perhaps, behind it all, an
admiration for that great spirit of chivalry
which still, at this moment, shines out,
almost alone, on that little island in the
North Sea. It is a chivalry which,
seen from afar, glitters like a star,
and makes the heart of the crilled Eng-
lishman throb with a passionate pride.
The moment when the news was flashed to
us here in "Old Dixie" that, while all
the other Powers were hanging back,
Britain, alone and poor, had sprung to the
help of massacred Christianity, was per-
haps the proudest in our lives. It is this
sort of thing that the South really admi-
res, admires far more than the calculat-
ing prudences of "Big Business" which
at present dominates Washington. For
here in the South the age of chivalry is
still alive.

THE SPIRIT OF ROMANCE.

It is still a gallant, reckless country, this
of the South. Here the air is filled with
a spirit of romance and adventure which one
misses in the North. And now these
qualities of daring and energy have rushed
into the work of reconstruction and develop-
ment. Business here is one long romance.
On the top of one of the beautiful hills that
surround the city of Atlanta is the "Wood
of the Thousand Patents." For there live
and flourish the dozen or so of millionaires
in Atlanta who have grown rich from the
sale of patent medicines and soft
drinks. There is the Coca-Cola King,
who is building a university of
marble palaces in the woods—because
every good millionaire in America must
build a university and if you build it in
green marble you spend the greatest possi-
ble number of dollars. Near by, in the same
woods, he has built a hospital, with every-
thing that is the latest in hospital develop-
ment. And so the work goes on. For a
good American millionaire knows that if he
does not spend his money in this way he
must leave it to his children, and then his
children inevitably turn their backs on
Methodism and march into the Divorce
Courts. As if to show the alternative in
vivid colours, one of the Coca-Cola sons has
built a private racing track of his own just
behind his father's marble university and
up-to-date hospital in the woods!

Leaving that wood of mystery—the
"Wood of the Thousand Patents"—our
automobiles ran for miles along broad
roads between great, sumptuous bungalows
which have all sprung up
within the last twenty years. The
process is very simple. The Souther-
ner feels the sap rising in his bones. Then
he buys a piece of land with his first profits.
Then he mortgages the land and builds a
house. Then he mortgages his house and
marches forward. And already you see his
little white children playing in the verandah
beside their black nurses—children who
look like white transparent crystals beside
those figures of genial darkness.

The same spirit of adventure runs
through everything. Here is a great
woman's club, the "Hall of the Daughters,"
let us call it—for every good American
woman is a daughter of something or other.
The women of Atlanta wanted that club;
they could not afford it. If they had
been just Englishwomen they would have
gone without, and stayed at home to smoke
cigarettes or mend their husband's socks.
But, being American women and Souther-
ners, they thought of a better plan. They
insured their lives; they paid the pre-
miums; but they raised money on the
policies sufficient to build and run the club.
And they have the great consolation of
knowing that if they die the money will
go, not to their husbands, but to the club.
So it is all along. Life is a great
adventure for these Southerners, even in
business. It is a great romance, a great
gamble. At the present moment I am
told that what with the "boll weevil" and
the European depression, half the cotton
farms are mortgaged, and the banks are
said to be on the verge of collapse. They
will not collapse. The newest idea is to
raise the price of cotton by reducing the
production, and as the North is drawing
off the black labour that is going to be
easier. With the true gambler's instinct,
the South knows how to turn loss into
gain.

A COUNTRY OF SPENDERS.

The South spends its money freely. It
is a country of "spenders." That is I
suppose, why I feel so much at home here.
"Larrah" is a mild word to apply to their
entertainment, their gorgeous displays of
garden flowers, their constant stream of
melons, grape-fruit, peaches, grapes, their
inexhaustible supplies of hospitable chicken,
their ice cream sodas, iced tea, and floods
of glorious coffee. It is a land literally
flowing with milk and honey, flowing all
the time to us visitors, who move from
one house to another of our rich, hospitable
hosts, with their great suburban palaces
and their wonderful sub-tropical gardens.

There is another side to all this, of
course. "Where do your poor live?" I
innocently asked one of my generous, well-
groined hosts. "Away down among the
factories," was the smiling reply. It is
clear that that was as it should be, for
where should the poor live except by the
side of their workshops? But the dif-
ference is that the poor man of to-day
here is the rich man of to-morrow. Ha

is always hoping to be the rich man, and
so he holds aloof from the labour unions;
for he may want to exploit labour him-
self to-morrow, and that might be awkward
if he himself had become one of them.
There are many ways of getting
rich in a new country. You find
an oil well in your back garden, or you
invent a new "soft drink"—perhaps with
a subtle flavour which just outwits the
Prohibition Act; or you invent a new card-
board cup, or a new way of drinking out of
a ginger-beer bottle nicely without using a
glass; or a new safety razor, or a new
motor-car—and there you are! You have
arrived, and you build a suburban palace,
and move from the factory side of the city
to the palace side; and you give up politics
and found a college. You quarrel with
your wife and sons; you are chased by the
reporters; and you enjoy an envied, mis-
erable old age!

THE NECESSITY OF CHEAP LABOUR.

But there are still some who go on living
down in the factory region, and they do not
always want free municipal golf courses or
free colleges. They sometimes want better
houses, cheap clothes, cleaner politics, and
perhaps even shorter hours and higher
wages. But at that point Big Business
ceases to talk philanthropy. Cheap, docile
labour—black and white—that is the
essential foundation of his wealth. He calls
for it all the time. He will fight with his
back against the wall to secure it. He is
now fighting grimly to keep and hold it on
the railways, in the mines, and on the cotton
plantations. If only that infernal Nether-
lander, who never understands a black man,
would keep clear and leave the "niggers"
to the South! What is the sense of calling
away the negroes, happy in the South
on 30c a day, and giving her \$3 a day for
laundry work in New York?

De Tocqueville, one of the most luminous
observers of American conditions a
hundred years ago, uttered one prophecy.
He said that the most difficult time
for America would come when the negro
was emancipated. "As a slave," he
said, "he excites no rivalry. As a free
man, he will excite the envy of a conti-
nent." That is largely becoming true here.
The Southerner talks to you very gently
and sympathetically about the black man.
"The North don't understand the negro,"
he says. "He's just a child. A good child
—that's what he is. Got to be kept in his
place. But educate him, and he becomes
his own worst enemy!"

Now the quarrel of the South with the
North is that the North goes on sending
down teachers to educate the negro—founds
great colleges, produces negro artisans,
negro lawyers, and negro doctors. That is
the trouble. Then at the same time the
North keeps on drawing off the vast
supply of cheap black labour required for
the cotton plantations. Just consider how
vast a problem that is—for some
40,000,000 acres are given to cotton in
these Southern States. Withdraw the
black labour up North, to take the place
of the cheap foreign labour now being
excluded by the anti-immigration laws, and
where will the South be? Where will
Manchester be?

THE DRAMA OF BLACK AND WHITE.

Such are a few of the vast problems
simmering here in these hot lands, under
this weltering sun, cooled by incessant ice-
water and the buzz of electric fans. Such
are a few of the black shadows that fall
behind those sleek, smiling sons of Africa,
who wait on you so efficiently in the
hotels and the railway trains—thinking,
I wonder, what thoughts? Hoping, I
wonder, what hopes?

The drama of black and white shifts for
the moment to Washington. There it is
being fought out in the lobbies and cham-
bers of power. The Northern Republicans,
aiming at the negro vote—a vote
stronger, strangely enough, now in the North
than in the South, where it has lost its
voting power—have brought in an Anti-
Lynching Bill. Now lynching is a thing
which you do not talk about in the
South. The killing and burning of sixty
negroes a year may be regrettable, but it is
necessary to "keep them in their proper
place." You do not speak about it before
your womenkind—but the Ku Klux Klan
goes on, although one of its leaders, a
Bottomley of these parts, has absconded
to Europe with the cash. But how come
these Northerners, who say the lynching
is a Federal matter. At present it is only
a State matter. But when a State takes
to lynching Italians and Japs, it is very
difficult to explain the matter clearly to any
foreign Governments who may be unrea-
sonable enough to complain. So this is
a bill to bring in the Federal power to
punish lynchings. But the South is not
going to allow that, and it is easy for
them to stop it. For in the Senate there
is no closure. You can talk for a month
if you like. So a vote of Southern
Senators has been arranged. They will
speak for a week each; and the Anti-
Lynching Bill will be dead. Great is freedom
of speech! And also the freedom to kill!
"O Liberty," said Madame Roland at
the foot of the scaffold, looking up to one
of those statues which Dame Liberty loves
so much. "O Liberty, what crimes are
committed in thy name!"

These are the rats on the road or re-
construction. But turn again to the case
for the South. After the Civil War there
was no real spirit of amnesty. The
assassination of Abraham Lincoln was
fearfully revenged on the South. Negro
armies were garrisoned on their old white
masters. The Northern carpet-baggers in-
vaded the Rebel States. They were kept
out of the Union instead of being invited
to come back. The North exploited the
South. Johnson was nearly impeached for
pursuing a policy of mercy and forgiveness.
Even General Grant was embarrassed when
he became President. All the cheap
patriots who had not fought wanted to tear
the South to pieces, to keep her down for
ever, to punish her for ever for her alleged
war crimes. But you cannot kill a
(Continued at foot of next column.)

FOREWARNINGS OF TYPHOONS.

THE INFLUENCE OF THE MOON
AND THE SUN.

The following interesting statement is
reproduced from the *China Express and
Telegraph* (London):—

The enormity of the typhoon and tidal
wave that wrought such havoc to prop-
erty and took such heavy toll of life
at Swatow on the night of August 2nd
and 3rd, demonstrates again the desir-
ability of giving the longest possible
warning of approach. It would be in-
finitely to the advantage of those living
on the southern coasts of China and
adjacent countries if disasters such as
this one, and the one at Hongkong in
1908, could have been foretold. At pre-
sent the warning conveys the information
that a typhoon is coming, and the black
signals indicate its imminence, but no
information is given as to how severe
it is likely to be. The question is, Can
its severity be forecast with dependable
accuracy? What follows would seem to
show that the answer is in the affirmative.
Earthquakes, volcanic eruptions, and
similar disturbances have been studied by
scientists, and much valuable infor-
mation has been gained. Only one man has,
however, evolved a reliable theory where-
by it is possible to foretell these catas-
trophes—a scientist named Clements.

The moon and the sun, especially the
former, have great influence, he says, on
earthquakes, eruptions, and storms. As
is well known, the moon, by her pull, in-
fluences the tides, but under certain
conditions her power is enormously in-
creased; so much so, that the pressure of
the atmosphere on the surface of the earth
is disturbed, and in places so much
weakened that the earth forces below the
crust are given more freedom, which re-
sults in earthquakes and volcanic erup-
tions if conditions are favourable where
the disturbance in the atmospheric pres-
sure takes place. Under other conditions,
the Moon's pull attenuates the atmos-
phere, and initiates a vacuum, which at
once begins to fill. Thus severe storms
are caused, and this is exactly what
happened at Swatow. It should be re-
membered that the moon exerts her
greatest power at an angle of 45 degrees,
but this pull is very much increased if
the sun is so placed as to be pulling in
the same direction.

The first phase of the Swatow typhoon
may be said to have started at about 8.30
p.m. At the moment the moon was above
the horizon at an angle of 48 degrees
to Swatow. The sun had set, and was at
an angle of 107 degrees. The angle be-
tween the two planets was, therefore,
about 60 degrees, so the moon was acting
alone. The disastrous phase of the
storm began at 2.30 a.m. and lasted till
3.10 a.m. (The times quoted are local
mean times). At 2.30 a.m. the moon had
set, and bore to Swatow an angle of 45
degrees, and at 3.10 a.m. an angle of 40
degrees. The sun was also below 40
degrees, and in such a position that it
could add its pull to that of the moon.
The result was an enormous tidal wave,
and a terrific storm. After 3.10 a.m. the
sun and moon drew further away from
each other, and consequently their in-
fluence weakened and the storm dimin-
ished. The positions of the sun and the
moon and their bearings on Swatow have
been worked out after the event, and
proof of the correctness of the theory has
been adduced. If, however, these factors
could be obtained immediately the
typhoon was reported, not only could the
spot be accurately indicated where the
storm would break, but the probable
extent of its severity could also be fore-
told.

In consequence of the proposal to tax
capital in Switzerland, a vast amount of
money has been invested abroad, parti-
cularly in England and America. One
result is that the English pound, which,
during the war and since the Armistice,
has been worth as little as 15s. in Switzer-
land, is now only 6d. below par.

Instead, they welded the
South into a hard core of hatred and re-
sentment. The North gave the negro the
vote; but the negro lived in the South, and
the North could not prevent the South from
taking the vote away. The result is that
south of the Mason Dixon line there is to-day
practically no black vote. They hardened
the South into one great Democratic
"bloc," which has threatened the power of
the North ever since. They divided the
great American parties by a line there of
resentment which accounts for the terrible
bitterness of party strife in America to-
day. They perpetuated the division of
North and South. Is there not in all this
a terrible warning to Europe to-day?

We visited to-day a cyclorama of the
battle of Atlanta—one of the fiercest
battles of the war. We were shown round
by a Confederate veteran who had fought in
the battle. Listen to his accents of
passion! Hear the echo of the bitter
inextinguishable memory! Yet there was
a story he told which sums up the whole
sad history. He points to two figures.
There is a Federal "Blue" soldier leaning
down to tend a wounded Confederate
"Grey." He hears his moans and leans
down, and looks on the face of the groan-
ing, wounded, dying man. It is his own
brother!

Yes, we hate, and wound, and slay. Then,
when we look into the face of the man we
have slain we find that it is our own brother.
It is the discovery of that fact that has
really arrested the march of hatred in this
country, and turned the face of the South
towards the future. The old generation
that fought and hated has now largely pass-
ed away—all except a few old men. The
young generation knows nothing of these
memories. It sees hope ahead. It tends to
the new task. It follows the Glens.

For ever unto him that hopes and works
The golden year is ever at the door.
—Daily Telegraph.

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1923.**

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Manchuria	Kowloon	Nanning
Trade C'tres	Shanghai	Wuchow
Newchwang	Ichang	K'Chauwan
Dairen	Chungking	Pakhoi
Port Arthur	Hankow	Holow
Chefoo	Ningpo	Lungchow
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NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
CO., LTD.

CONSIGNEES per Company's Steamer
"MENTOR"

are hereby notified that the Cargo will be dis-
charged into Holt's Wharf, Kowloon, where it
will be at Consignee's risk and subject to
terms and conditions of storage at Holt's
wharf. The Cargo will be ready for delivery
from Godown on and after 8th December.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are
to be left in the Godowns, where they will be
examined on any Tuesdays and Fridays between
the hours of 10.45 A.M. and Noon within the free
storage period.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 14th Dec, will
be subject to rent.

All Claims against the Steamer must be
presented to the Underwriter on or before the
15th Dec, or they will not be recognised.
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th December, 1922. [1893]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.'S STEAMER
"SICILIA"

Arrived Hongkong on 8th December, 1922.

From BOMBAY, COLOMBO &
STRAITS.

CONSIGNEES of Cargo by the above-named
vessel are hereby informed that their goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignee will be sorted out Mark by Mark
and delivery can be obtained as the Goods are
landed.

This vessel brings on Cargo from Persian
Gulf at B.I.S.N. and B. & P.S.N. Co.'s
Steamers.
Optional Goods will be landed here unless
instructions have been given to the contrary
6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including
date of arrival will be subject to rent.
No Fire Insurance will be effected by us
in any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignee,
and the Company's surveyors, Messrs.
GODDARD & DOUGLAS at 10 a.m., on Mondays
and Thursdays.

All claims must be presented within ten
days of the Steamer's arrival here after which
date they cannot be recognised.
No claims will be admitted after the goods
have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 8th December, 1922. [1894]

BEN LINE STEAMERS, LTD.

From ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

The Steamship "BENDORAN"

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at
their risk into the hazardous and/or extra
hazardous Godowns of the HONGKONG
AND KOWLOON WHARF & GODOWN COMPANY,
LTD., whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th inst., will be subject
to rent.

All Claims against the Steamer must be
presented to the Underwriter on or before the
15th inst., or they will not be recognised.
All broken, chafed and damaged Goods are
to be left in the Godowns where they will be
examined on the 15th inst., at 10 a.m.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hongkong, 8th December, 1922. [1897]

NOTICE TO CONSIGNEES.

The Steamship "NIPPON"

FROM TRIESTE, VENICE, BRINDISI,
MASSAUA, PORT SUDAN, PORT
SAID, ADEN, COLOMBO,
PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at
their risk into the Godowns of the Hongkong &
Kowloon Wharf and Godown Co., Ltd. at Kow-
loon, whence and/or from the wharves delivery
may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 6th inst.
No claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 15th inst., will
be subject to rent.

All Claims against the Steamer must be
presented to the Underwriter on or before the
15th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 15th inst., at 10 a.m., by our
Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
[1899]

MISSTORA INOKUCHI

QUALIFIED MIDWIFE

MRS. HAN INOKUCHI

QUALIFIED MASSEUSE

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Back of SHAN THERAPY

SCOTTISH LETTER.

OPENING OF THE ELECTION
CAMPAIGN.

IMPRESSIONS AND SIDE-LIGHTS.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, November 1st.

The leading impression of those who
heard Mr. Bonar Law open his election
campaign in "my own city of Glasgow"
was that of his perfect sincerity. His
speech, as an example of platform oratory,
had the quality that counts for far more in
the long run than thrills, thrusters, sallies, or
sensations. His point of view was not
elaborated with winning phrases carefully
coined, nor did it owe anything to dramatic
gesture nor to the play of vocal inflections.
He spoke throughout in even tones in
simple, direct language, making no attempt
to arrest attention by working up to a
pre-considered climax, and being content to
let his arguments sink in rather than drive
them home by active demonstration.

Mr. Bonar Law's style of oratory indeed
would satisfy Mr. John Drinkwater. It is
a style that puts no strain of undue em-
phasis on words, and is remarkably free
from gesticulation. The Premier's gestures
are confined to slight movement of the
hands. Only once did he grasp the rail
in front of him as if to clinch a point. Not
once did he bring his fist down on the
rostrum, nor advance a pointing or
admonitory finger. As for raising a hand
above his head, he never thought of it.

It was matter of general remark that
Mr. Bonar Law looked tired, but it was
explained that he had spent two successive
nights travelling by train. His friends
have promised that he will not be sub-
jected to undue strain.

Another political leader whose health
has been a matter of concern to his friends
is Mr. Lloyd George. More than once in
recent years he seemed in a condition of
physical and nervous exhaustion, and his
doctors advised a long rest. But he was
never able to get more than a few days at
a time. Now at the end of seventeen years
of Ministerial responsibility the prospect
of a keenly contested election has evidently
proved a better tonic than the medical
profession could prescribe. All who have
seen him are amazed at his physical vigour
and boisterous spirits. So far he seems
to have benefited by the new treatment,
justifying Mrs. Lloyd George's declaration
that he is always in his best health when
he is engaged in a fight.

There were 50,000 applications for seats
at Mr. Lloyd George's meeting in Glasgow,
an extraordinary testimony to his
popularity in the North.

It was understood that the Duchess of
Althol would be Unionist candidate for
South Edinburgh. Apparently, however,
she has been unable to secure the support
of the Unionist executive of that division.
The Duchess has already refused invitations
from several constituencies, and there is
consequently some feeling on the matter.

There is no "Churchill ailment" in
Dundee at this election. Master of resound-
ing phrase and brilliant diction, a great
platform force, and an aggressive enemy of
Communism in all its shapes, he is confined
to the sick-room, recovering from an
operation. It is scarcely possible that he
can take part in even the final stages of
the contest. Inactivity is at all times
repugnant to Mr. Winston Churchill, and
it is the irony of fate that he is now
debarred from entering a fight in which
his swordsmanship would have had full
play. D'Arctagnan, if compelled to stand
idly aside while the Three Musketeers
fought for their lives, could not have felt
greater mortification. His constituents,
supporters and opponents alike, share the
feeling of regret that a combatant of Mr.
Churchill's calibre is invalidated at this
time.

WHAT WILL THE ELECTION COST?
Electioneering is going to be an ex-
pensive business on this occasion. Like
everything else the cost of fighting a
political battle has gone up enormously
during the past eight or ten years. Elec-
tion agents look for higher fees, the cost
of advertising is up, railway travelling costs
more, the rent of halls is higher—and
altogether, it is evident that some of the
candidates will have a tight pinch to keep
within the limits of the Corrupt Practices
Act.

SCOTLAND'S LUCK IS OUT.

None of the political writers appears to
have remarked on the paucity of Scottish
talent in the new Government. True, the
Prime Minister is a Scot and a host in
himself, but one notes with a pang that
Scottish names, that during the last 20
years have been numerous in all the Govern-
ments, are this time few and far between.
It is evident that for the moment
Scotland's luck is out. Criticism has been
passed on Bonar Law's team to the effect
that it is a "second eleven" lot. National
vanity suggests the moral.

THE OLD ORDER CHANGETH.

Aboyne Castle, for centuries the an-
cestral possession of the Huntly Family,
and for the greater part of the last half
century the residence of the Marquis of
Huntly, has been purchased by Mr. James
Mearns, of Morrison's Economic Stores,
Aberdeen. The estate, including the pal-
ladium Castle, used during wartime as a
military hospital, has been acquired by
Mr. Mearns for something like £120,000.
The annual rental, including the mansion,
amounts to about £4,700. Mr. James
Mearns, who is one of the wealthiest
business men in Aberdeen, is a prominent
shareholder and director in many im-
portant companies in Aberdeen and the
North of Scotland.

Mr. Mearns is not the only draper, of
course, who has risen to the dignity of a
landed proprietor. Some time ago London
draper purchased Haywards' Castle in
Surrey. Mr. Gordon Selfridge, draper and

many other things, is now owner of High-
cliffe Castle in Hampshire. And there
are Mr. Wall's Kippes and Charles Murray's
famous "Peckman."

A FAMOUS SCIENTIST.

The death has occurred suddenly in
Edinburgh of Dr. Cargill Gilston Knott,
F.R.S., General Secretary of the Royal
Society of Edinburgh, and Reader in
Applied Mathematics in the University.
Born at Penicuik, Midlothian, Dr. Knott
was educated at Edinburgh University, and
after graduating he acted for four years as
Professor Tait's assistant, resigning his
appointment in 1889, on his election as
Professor of Physics in the Imperial
University of Japan. His work in this
position was much appreciated, and was
recognised in 1891 by the Japanese Govern-
ment decoration of the Order of the Rising
Sun. It may be recalled that another
of Tait's students, J. A. Ewing, who
had gone to Japan a few years
earlier, is now the Principal of
Edinburgh University. At Tokyo Knott
met a Scottish lady, Miss Mary Dixon,
sister of the Professor of English Literature
and daughter of the Rev. J. M. Dixon,
of Paisley, to whom he was married in
1893. Professor and Mrs. Knott took a
warm interest in the Japanese people, and
after their return to Edinburgh in 1891
showed great kindness to Japanese visitors
and Japanese students in the University.
While in Japan, Knott became interested
in earthquakes, and much of the original
work on which his scientific reputation
was founded related either to this subject
or to magnetism. With the geographical
aspect of magnetism he had been specially
concerned in 1887, when he conducted the
magnetic survey of Japan. The eldest
daughter of his family is a missionary
of the United Free Church in Calcutta,
engaged in educational work among high-
caste Hindu girls in the Duff High School.

A SHERIFF'S REMINISCENCES.

Sheriff W. D. Lyall has been delighting
the members of the Glasgow Rotary Club
with some reminiscences. One of his
stories was about a policeman who was
asked what the prisoner said when found
breaking into a "public-house" at three
o'clock in the morning. "My lord," the
policeman replied, "the prisoner gave
utterance to the following observation. He
said: 'Hullo!—or words to that effect.'"
A learned brother once told the Sheriff that
such was his admiration for law and order
that his heart leapt up every time he
beheld a policeman. The Sheriff in reply
confessed that he remembered long ago his
heart leaping when he saw a policeman—it
leapt so high that it almost entered his
mouth. The policeman was walking
along a street in Edinburgh while he and
a chum were perched on one of the street
lamps engaged in the estimable occupation
of encouraging economy by subduing the
illumination. The Sheriff said he had
presided in one law court after another for
the "preposterous period" of 32 years, and
of course, when a man sits on a bench for
32 years it is a great saving in shoe leather,
although it may be rather hard upon
other articles of attire which are quite as
necessary. His Lordship concluded with
this dip into the past. During his term as
Sheriff of Paisley he went to the Edinburgh
Exhibition. Two men with greasy caps
looked at him and then at each other.
"Ay," said one, "it's him richt enough.
It's himself. It's just 'Sixty days,'—and
no other dam word!"

MISCELLANEA.

The Marquis of Bute has been appointed
a Knight of the Order of the Thistle.
Lord Mackenzie has resigned his office
as a Judge of the Court of Session.

Scotland and Falmouth were linked
together, when a marble tablet in memory
of James Cunningham, 14th Earl of
Glencairn, the patron, benefactor, and
friend of Robert Burns, was unveiled in
the Church of King Charles the Martyr,
the Parish Church of Falmouth. The
memorial is the outcome of a proposal
made at last year's annual conference of
the Burns Federation in Dunfermline,
when attention was drawn to the fact that
no record existed, other than the entry in
the burial register, of the Earl being
buried in the Falmouth church.

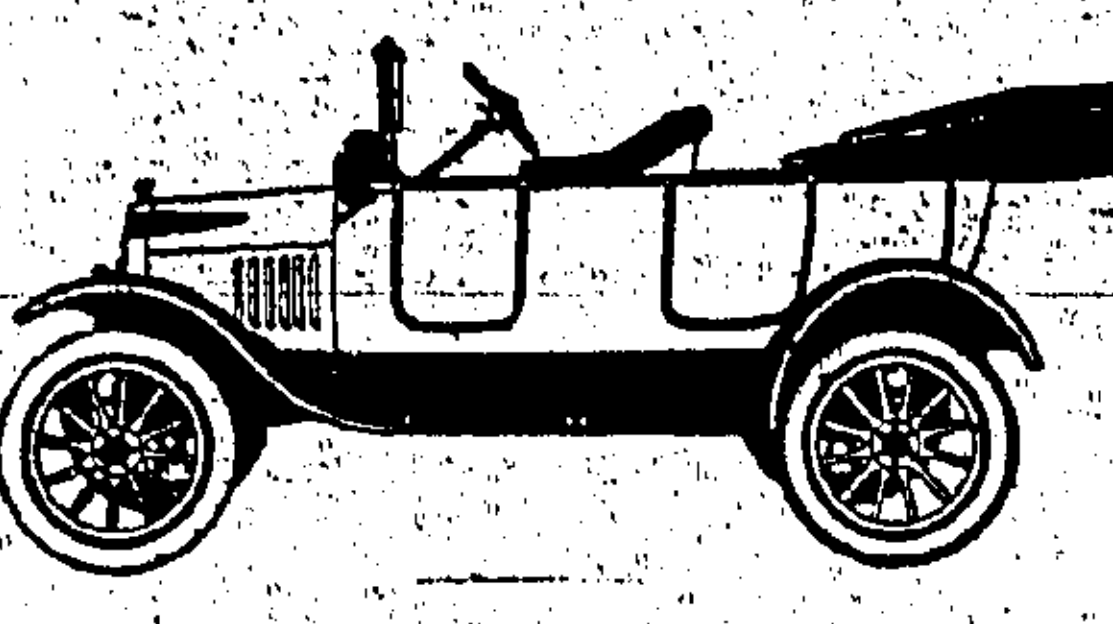
THE LATE PROF. CRUM BROWN.

The death is announced of Dr. Alexander
Crum Brown, formerly Professor of
Chemistry in Edinburgh University. Not
only was he a great authority on all
questions of chemistry, his knowledge of
Biology was wonderful for one who was
technically neither botanist nor zoologist,
and he was gifted with geometrical
intuitions of a high order. He saw to the
heart of a problem with rare rapidity of
thought. A descendant of a line of
theologians, and brother of the author of
"Bab and his Friends," Crum Brown's
interests went far beyond the natural
sciences. He was widely and deeply read
in literature. He was master of the
languages of France, Germany, and Italy,
and had a good working knowledge of the
Scandinavian tongues. Even Russian and
Chinese engaged his attention.

NEWSPAPER INSURANCE.

The Evening Standard states that the
newspaper insurance craze has reached
the stage of a new South Sea bubble, and
will probably burst soon, leaving a nasty
odor behind. The trouble is that the
matter has expanded beyond reasonable
limits. The Standard declares that the
insurance companies are sick of the busi-
ness, and none will continue to be beyond
the present contracts. The companies are
flooded with bogus claims, with the
result that newspaper insurance is ending
disastrously for the newspapers and the
public, and the liquidation of the claims
must bring a certain stigma on otherwise
reputable journalism.

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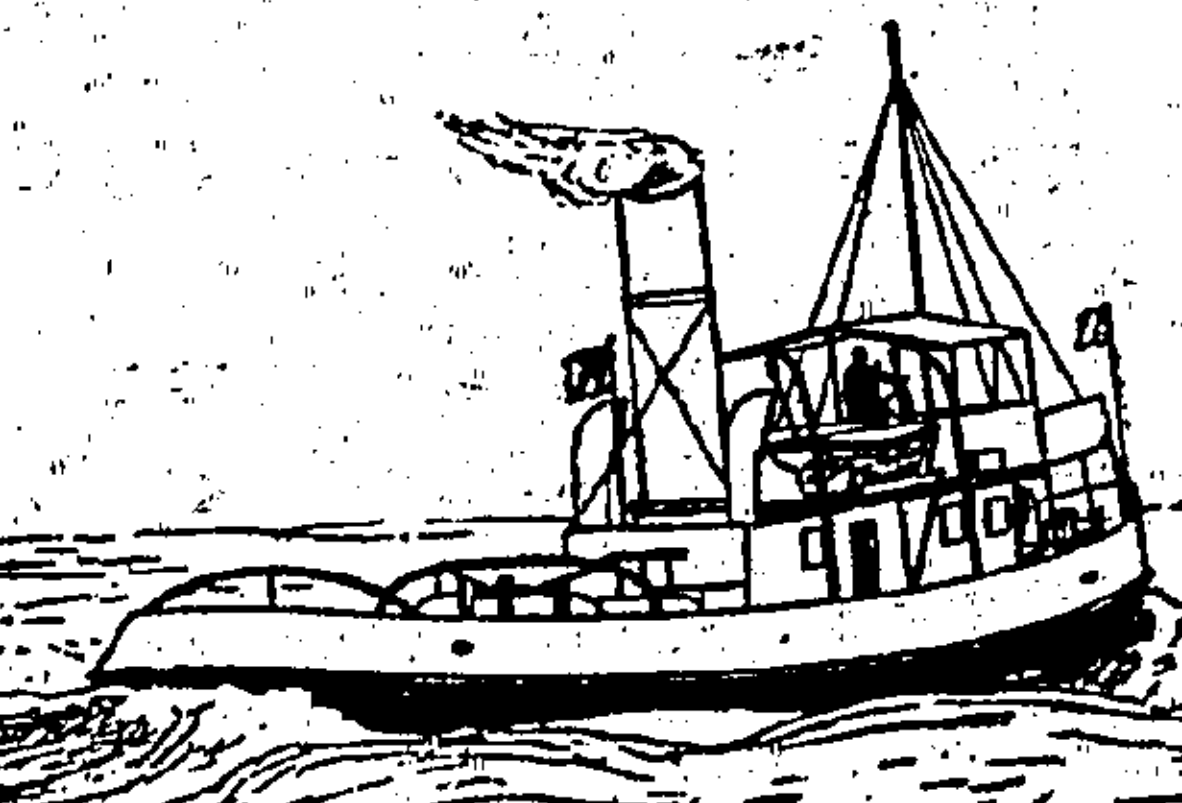


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HONGKONG HOTEL, ROOM 203,
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HATS AND DAY AND EVENING GOWNS
AND A FEW TWEED COSTUMES.
Speciality:—LARGE SIZES.

HOURS: 9 A.M. TO 1 P.M. AND 2 P.M. TO 4 P.M.
A Parcel of New Models has just been received from England.
Her Last FEW DAYS in Hongkong.

IMPROVED PROSPECTS OF THE WOOLLEN TRADE.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Cotton Piece Goods and Fancy Cotton Goods.—During the interval, considerable sales of white shirtings have been reported, at very much below replacing cost. Despite the fact that the standard form of contract is still not settled, a fair amount of business is said to have been done in dyed and fancy goods.

Cotton Yarn.—Market ruled very quiet and only a few hundred bales changed first hands. Prices ruled steady to firm. Quotations are:—No. 10s. \$158 to \$159; No. 12s. \$160 to \$173; No. 14s. \$150 to \$155; No. 20s. \$173 to \$190. Arrivals 1,300. Shipments nil. Sales 500 bales. Unsold stock 7,000 bales. Bargains 8,000 bales.

Woolen.—The cold snap has improved clearances. Old stocks of blankets, rugs, etc., are being liquidated. This will pave the way for fresh orders for next season. There is a demand for stock lots of suitings, broadcloths, lastings, etc., but stocks are scarce. Several orders have been placed for next winter.

Raw Cotton.—There is no change to report. Nominal quotations: Indian descriptions at \$30.35; Chinese grades at \$32 to \$33.

Metals.—Business has remained quiet. Steel bars are reported done at the exceptionally cheap price of \$4.40 per picul. Nails are required for, but lower exchange makes the price higher than dealers are prepared to pay.

Flour Market Report.—Stock: About 750,000 sacks. Quotations:—American Patent, \$3.70 per sack; American Straight, \$3.85 per sack; American Cut-off, \$3.90 per sack; Shanghai Flour, \$2.90 per sack; Australian No. 1, \$3 per sack.

Sugar.—Market active and advancing. Saltpetre.—Heavy demands continued throughout the fortnight.

NEW COMMERCIAL MAP OF CHINA.

An excellent new Commercial Map of China (62 by 45 inches) has just been published by the well-known British cartographers, Messrs. George Philip & Sons, Ltd., London. The map which is on a scale of 48 miles to 1 inch, has been edited by Sir Alexander Hosie, M.A., LL.D., F.R.G.S., formerly H.B.M. Consul-General in China. This is the first map to be published with the new Republican nomenclature (the new Republican form) and for reference the older and more familiar forms are also inserted. The familiar forms are also inserted. The spellings throughout are those officially adopted by the Chinese Post Office. The scale is given also in Kilometres and in Chinese "Li." The printing is in black and five colours, the Province being clearly defined in contrasting tints edged with darker bands; the lettering is bold and clear.

There are three inset maps—Sinkiang Province on a reduced scale, and Peking-Tientsin and Shanghai-Nanking districts on twice the scale of the general map. The abundance of commercial information supplied will be realised when it is noted that 93 distinctive symbols are employed to indicate animal, vegetable and mineral products and the various manufactures. These symbols, being printed in red and royal blue, are easily distinguishable. Wherever space permits, the names of the animal and vegetable products are given in full. Railways in operation are shown by bold red lines and railways under construction by broken red lines. Navigable rivers are shown in blue, with limits of navigation for large steamers, small steamers and junks. The map also shows canals, steamer routes, telegraph cables, cables, carvan routes, telegraphs and wireless stations. Open ports and marso, ports of call, "ex-Fu" in cities (with differing Hsien names in brackets), capitals of provinces, and hsen or district cities are also distinguished. Heights of land are indicated in feet at intervals. The price of the map, mounted on cloth and with rollers, 50s. net; Mounted on cloth, fold-out in French case, 65s. net. The map is accompanied by a Handbook consisting of 16 pages of geographical, commercial and industrial information, with index, written by Sir Alexander Hosie. The value of a map such as is above described is obvious.

A TOOTHsome MORSEL.

A CHINESE SLAUGHTERS A BULL TERRIER FOR FOOD.

A bull terrier, belonging to Lieut. White of the King's Regiment, disappeared the other day and when discovered by a Chinese detective at No. 5, East Street, it had been slaughtered and dressed in proper slaughter-house fashion, ready for cooking. A Chinese was arrested and was later charged with unlawful possession of the dead terrier.

When asked by Mr. Lindell yesterday if he killed the dog the accused admitted he had done so and added that he had it skinned on the Praya wharf. The dog was found dead at the foot of the Praya wharf. The dog was found dead at the foot of the Praya wharf. The dog was found dead at the foot of the Praya wharf.

NIPPON YUSEN KAISHA.

DIVIDEND AT THE RATE OF 15 PER CENT.

The regular general meeting of shareholders of the Nippon Yusen Kaisha was held in Tokyo recently to receive the business report and accounts for the first half of the year. A dividend at the rate of 15 per cent. per annum was declared. The business report for the term under review contains the following:

The Company operated 108 vessels, aggregating 567,000 tons, in addition to over 30 chartered vessels. The cargo carried amounted to 2,215,000 tons and passengers to 119,000, the mileage covered being 2,528,000 miles.

On the coastwise service, the shipping of cargo was, on the whole, brisk, and there was an increase in the number of passengers.

On the Chinese service, the shipping was generally inactive, with the exception of the Tientsin line, but the number of passengers showed an increase.

On the South Pacific service the shipping showed gradual development, and passenger traffic was also unusually brisk.

On the Bombay line business on the outgoing voyage was dull, but on the homeward voyages the vessels carried big cargoes of raw cotton. In the latter part of the term, however, these cargoes declined considerably, but the number of passengers increased.

On the Calcutta and Java lines business was dull both on the outgoing and return voyages, although the passenger traffic was active.

On the European service the cargo traffic was generally dull on the outgoing voyages, but on the return voyages full cargoes were carried, the freight rates being somewhat lower. The number of passengers showed a remarkable increase.

On the Hamburg line business was dull both on the outgoing and homeward voyages.

On the American line business was depressed on the outward voyages, but on the return voyages the shipments of timber, flour, wheat, etc., were very brisk, owing to a lowering of the freight rate. The number of passengers declined.

On the New York service business on the outgoing voyages was generally brisk, but on the homeward voyages the shipments of cargo were small.

On the South American, Australian, and New York-Calcutta services, the returns from passengers and cargo traffic declined.

On the whole, the depression in international economic circles still continues, but the Company was able to declare a dividend of 15 per cent. per annum by economising expenditure and adjusting its services.

JAPANESE SMUGGLING ARMS TO CANTON.

A BIG SCHEME DISCLOSED.

A scheme to ship arms from Kobe to South China on a large scale has been disclosed.

A Kobe despatch to the *Nichi Nichi* says that in compliance with a request of the Governor-General's Office of Formosa, the Police Authorities there recently started inquiries at various stores in Kobe and neighbourhood for the purpose of tracing the offender. From a communication received by the Kobe Police from the Formosan Government, it is learned that among the offenders, the majority of whom are in Taipei, are officials of the Formosan Government, and that these men, in co-operation with accomplices in Kobe and other districts in Japan, have been secretly forwarding arms to Canton and other quarters in South China, via Formosa. Among the arms already shipped are 1,000 revolvers, a number of Japanese rifles and machine-guns and ammunition. On the 21st Nov. several offenders were about to ship arms from Keelung, Formosa, for South China, when they were arrested by the police. In Kobe, their accomplices had planned to charter a vessel for the smuggling of arms to Canton, but their efforts ended in failure.

CLUB SUBSCRIPTIONS.

The following note is taken from the *N. C. Daily News*, for perusal by Club Committee in Hongkong:

Not the least important event occurring in Shanghai this week is that one of the leading social institutions in the Settlement—in fact the premier one—has seen its way to bringing about a substantial reduction in the monthly subscription paid by its members. Looking back at past eras and conditions, it is perfectly well known that a few years ago and such reduction could by any possibility have been contemplated, yet at a time like the present, when the depression is about as intense as it is able to be, the committee have been able to re-commend such a step. It would be well worth the while of other clubs and institutions here to inquire how this has been made possible, and if they do so they will find that a rigid attention to economy in every department has been the sole factor. This, practised over a few years and still very much in vogue, has achieved the object aimed at and in view of the amount of money which is expended by the average man on clubs, it would be a profound blessing if others could follow suit. The tendency of late years has been for subscriptions to go up, until, if a resident is interested in more than one form of sport and is also desirous of the recreation afforded by certain of the clubs, he has found it increasingly hard to meet all the demands upon his pocket. Now, however, that a move has been made in this contrary direction, there may be hope of pursuing a less arduous financial trail.

GREAT FIRE AT CANTON. OVER A MILLION DOLLARS DAMAGES.

Another great conflagration has occurred in Suikwan, the main business centre of the western suburb of Canton, resulting in the destruction of 153 houses. The total loss is estimated at not less than a million dollars, and insurance companies are affected, we understand to the extent of about five lakhs. Seven streets of buildings were practically destroyed.

So extensive was the conflagration that it gave rise to a suspicion that it was a deliberate attempt by a political faction to burn down the city, but inquiry proved that this rumour was entirely without foundation. The fire broke out accidentally in a fruiterer's shop, about a quarter past one o'clock on Saturday morning, through the overturning of an oil lamp. It is stated that the blaze ignited the clothes of the fruiterer's wife, and while he was endeavouring to save his wife from being burnt to death in which he was unhappily unsuccessful, the fire got a strong hold upon the shop. A high wind was blowing at the time and the flames rapidly spread to the adjoining houses. Efforts to check the progress of the fire were handicapped by lack of water. Owing to the long spell of dry weather only an intermittent supply was being given, and at the time the fire occurred it is stated that the water was shut off. About an hour elapsed before water could be obtained from the hydrants and the fire engines could get to work. Meanwhile the fire had extended to many other houses and it was not until six o'clock that its further progress was checked.

The fruiterer's wife and two young children were burnt to death.

Just thirteen months ago there was a great conflagration in the same district, and the whole of the houses destroyed by that fire had not yet been rebuilt. It was largely owing to this circumstance that the present fire was checked. Last year's fire which originated in a cinema theatre, caused damage which was estimated at over \$3,000,000.

AUSTRALIAN TRADE WITH CHINA.

OBJECTION TO TRANSHIPMENT AT HONGKONG.

From the local Chamber of Commerce we have received a copy of the Annual Report of the Bureau of Commerce and Industry of the Commonwealth of Australia. In the section of the Report devoted to trade with China, we notice that, among other things, stress is laid on the need for direct shipping to Shanghai. A letter from the Trade Commissioner at Shanghai mentions the provision of a large coal storage plant in Shanghai and says: "It is an absolute condition of making any purchase of frozen meat or butter in Australia that shipment must be made in cold storage direct from Australia to Shanghai. If there is any question of transshipment, either in Hongkong or Japan, they will not consider any business with Australia on any terms whatever." Instances of the harmful effect of transshipment on Australian trade could be greatly multiplied.

An extract from an address delivered at a Conference of fruit-growers held in Adelaide is quoted from which the following excerpt is taken: "It is to be regretted that there is no direct steamship service to Shanghai, where there is a population of 6,000,000 people—as many, if not more, than the whole population of Australia. Providing that prices are favourable and shipping facilities available, there is a prospect of an enormous trade for Australian fruits on the Chinese market."

The only comment we can make on the question is that we suppose the shipping has been represented to the shipping companies trading between Australia and the Far East, and if they cannot see their way to meet the need, it is for the Australian Government to consider the advisability of subsidising such a service with a view to the development of Australian trade with Shanghai.

Perhaps it is well to add a word of caution against accepting the statement of Mr. Lomen Pang that Shanghai has a population of 6,000,000. The best estimates place it at well toward 1,500,000.

A chapter in the Report is devoted to Australian trade with Hongkong and South China, and the comment is made that of a total trade of \$127,000,000 recorded at Hongkong in 1921 less than one million sterling, or a little more than half of 1 per cent., represented the Australian contribution.

The Cheong Cheong Naval Station is to be abolished and the Cheong Minor Naval Station is to be established in its place. The Naval Station Jurisdiction is to be abolished at the Cheong Minor Naval Station.

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NAVAL REDUCTIONS. WHAT JAPAN HAS DONE.

The following statement of what Japan has done following upon the signing and ratification of the Washington Treaty for the limitation of Naval Armaments has been officially supplied to us:

(a) Reduction of vessels. Immediately after the conclusion of the Washington Conference and even before the Imperial ratification of the Naval Treaty, growing out of that conference, the Japanese Government suspended the construction of the capital ships *Kaga*, *Tosa*, *Amagi* and *Akagi*.

When the Naval Treaty had been ratified, preparations were at once taken in hand for scrapping the other vessels to be disposed of under the treaty, viz.: *Settsu*, *Aki*, *Sakuma*, *Katori*, *Kashima*, *Kurama*, *Ibuki*, *Ikoma*, *Hizen*, *Utsunomiya*, *Shikishima*, *Atsuta* and *Fuji*. These preparations were made in order that these vessels could be promptly scrapped when the Naval Treaty should have taken effect; and now they are already divested of the greater portion of their armaments, and manned by only a small number of men, sufficient for preserving order, they are waiting for the coming into force of the Treaty. Under the provisions of the Treaty the armament and armour of the *Fuji* has been removed and she has been made a special service boat.

It need scarcely be said that the Japanese Government will scrupulously observe the restrictions imposed by the Naval Treaty on capital ships, aircraft carriers, etc. Nor need it be said that the Japanese Government will adhere to the spirit of the treaty in building auxiliary ships. In this connection a comparison may be made between the newly-contemplated and reduced programme and the eight-eight programme which was framed through many sessions of the Diet up to and including the extraordinary session of 1920. The auxiliary ships which were to have been completed by 1927, under the eight-eight programme are as follows:

A.—Cruisers:—Those completed after *Tatsuta* and *Tsuruyama*, but including these ships, and those already ordered numbered 17, and those not yet ordered numbered 3, making in all 28 vessels, totalling 148,750 tons. Among these ships were 4 of 8,000 tons each.

B.—Destroyers:—Those completed after the *Egata*, *Tanikaze*, *Nara* and *Kuroi*, but including these ships, and those already ordered numbered 57, and those not yet ordered numbered 22, first-class and 15 second-class destroyers, making in all 94 with a total of 109,566 tons.

C.—Submarines:—Those completed or already ordered numbered 47, and those not yet ordered 49, making 96 with a total of 82,852 tons.

These vessels were under a programme which took several years to frame and naturally lack uniformity in style. While decreasing the number of ships, it is intended somewhat to enlarge the size and to standardise it, and also to discard old ships in order to reduce future expenditure. The new programme has not yet been definitely decided upon but its general outline is as follows:

A.—Cruisers:—4 of about 10,000 tons each, and 4 of about 7,000 tons, totalling 8 with about 68,000 tons gross.

B.—Destroyers:—24 first-class destroyers, totalling 33,600 tons gross.

C.—Submarines:—22, totalling 33,185 tons gross.

Under the old programme an increase of only 20 per cent. was provided for in the appropriations to cover the great rise in prices. Under the new programme it is intended to rectify that percentage so that the deficit can be covered. This, however, means no increase of expenditure, the new programme is to be carried through within the appropriations of the old programme.

When the old and new programme are taken together, it will be seen that the vessels to be built under the new programme, as compared with that portion of the eight-eight programme which has not yet been placed on order, show a decrease of 38 in number, totalling 13,395 tons.

The number of men and officers to be discharged as a result of the scrapping of capital ships and other measures of armament restriction totals about 12,000. This does not include mechanics and labourers employed at dockyards, 6,000 of whom have already been dismissed.

(b.) Adjustment of Naval Stations.

The Japanese Government contemplates the adjustment of first-class Naval Stations and minor Naval Stations in connection with the limitation of armaments provided for by the Washington Treaty and for economy of expense, the gist of that decision being announced on 27th Feb. 1922 as follows:

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DESCRIPTIONS

THE "SUI AN" PIRACY COMMISSION.

POLICE SUPERINTENDENT ON THE PIRACY REGULATIONS.

MR. ARNOLD DESCRIBES THEM AS INADEQUATE.

The Commission resumed the taking of evidence yesterday afternoon.

The first witness called yesterday was Mr. E. D. O. Wolfe, Captain Superintendent of Police.

Mr. Wolfe said that correspondence had passed between the police and the steamship company with reference to a report made by Mr. Burlingham, after a trip to Macao on April 4th of this year, concerning guards not going on duty. The Chairman intimated, however, that this correspondence had been read already, and the subject was not proceeded with.

The witness was then examined on the piracy Regulations. He said that Capt. Birse of the *Sui An* was, from the police point of view, one of the best captains on the run. He was always very careful to get good men, and keep them up to the mark when he had got them.

In the course of the examination, witness added that the Indian guards did not search passengers now-a-days, as in the past, as friction only resulted. This duty was left entirely to the police. This applied only to Hongkong. It was the duty of the guards to search for arms and ammunition while the ship was in port.

EFFECTIVENESS OF PIRACY REGULATIONS.

As a proof of the efficiency with which the regulations were carried in Hongkong, Mr. Wolfe stated that since the Regulations came into force in 1914, only two ships leaving the port had been pirated, and one of these had called at a certain port without police permission.

Replying to Commander Beckwith, witness said that in the case of the river boats the duties of the guards were laid down by the master, and not by the Captain Superintendent of Police.

Mr. H. P. White asked whether the luggage was put in a separate room and locked, to which the reply was in the negative. Mr. Wolfe pointed out that to separate a Chinese from his luggage was a very difficult proceeding. "You cannot," he said, "part a Chinese woman from her luggage; it would take more than two policemen." (Laughter.) Then there would be combined rushes of passengers on the baggage room.

Hon. Mr. Messer: Are the Piracy Regulations any good? Can they stop piracy, and are they carried out?

Witness: I consider that they are absolutely effective. The reason the *Sui An* was pirated, in my opinion, was because there was no search carried out at Macao as there was at this end. I think, taking them on the whole, the Regulations have shown that piracy can and have been prevented.

Witness emphasized the fact that piracy had nearly always taken place on the inward journey, or after the boats had called at some other port after leaving Hongkong. If, at the other end of the journey, the same search was conducted, then such a thing as piracy would be practically impossible.

NO CO-OPERATION BY THE CREW.

Capt. Lake pointed out to the witness that there appeared to have been no co-operation amongst the crew in trying to resist the depredations of the pirates, and asked whether he thought it would be of advantage to add some rule to the Regulations, putting the responsibility for seeing such a precautionary scheme prepared on to some definite person.

Witness: Yes, I think it would be a good plan to draw attention to it in that way.

Capt. Lake: At present the regulations appear to deal purely with the mechanical defences. After all, mechanism must have a man behind it. Some scheme should be devised.

Mr. Wolfe: In this case the captain had no idea that the pirates would adopt the seemingly new scheme of looking in every class. That would have been a negative, any definite scheme he might have prepared. As it was, he relied only on his guards, thinking he had a strong enough force to resist any possible attack. Had the pirates been only in the second and third classes he might have done something, but with pirates among the passengers all over the ship, it would have been extremely difficult to maintain for such a state of affairs.

And since the pirates had arms smuggled aboard the ship, it would have been almost impossible to hold the ship.

Capt. Lake: Do you think the grill an effective form of defence?

Witness: By itself, no. But taken together with other measures, they should deter the pirates.

Capt. Lake: In fact they would take away the essence of surprise and enable the crew to put into operation any pre-arranged scheme.

Witness: Yes.

Capt. Lake: But in this case there was no scheme.

Witness: No.

IF THERE HAD BEEN A DEFENCE SCHEME.

Capt. Lake: If there had been one, might not events have been bettered?

Witness: Well, it would have meant a tremendous fight, and it is very doubtful what the result would have been.

Capt. Lake: What I want to get at is this: Do you think that really these mechanical defences are any good, unless there is concerted action with the crew; and do you think that the crew ought to co-operate with the guards?

Witness: Yes, most certainly.

Capt. Lake: Do you think that that ought to be part and parcel of the Piracy Regulations?

WHAT THE PIRATES WERE AFTER.

"I am of opinion," said Mr. Wolfe, "that the pirates did not intend to hold up the ship merely for what they could get from the passengers, but I believe they had information that there was going to be a large sum of money on board." Witness went on to say that actually the money was not sent on that boat. It was to have been sent by an Opium Farm Co.

PREVIOUS KNOWLEDGE AT MACAO.

Mr. Shenton asked whether anyone had received any warning that the piracy was to take place.

Mr. Wolfe replied that there seemed little doubt that the manager of the Opium Farm in Macao knew that something of the sort might occur, though whether the man was definitely warned or not he was unable to say. Another member of the Chinese community at Macao, had said openly that the boat would be pirated.

THE GRILL PROBLEM.

Concluding his evidence, the Captain Superintendent pointed out the difficulty of the grill. If a ship caught fire or was wrecked, and if the grills were closed, then hundreds of passengers were caged in and had to face almost certain death. Then, at the enquiry, the question would be asked: "Why were the grills closed?" If the grills were left open, then the ship was left open to piracy, and the next question was "Why were the grills open?"

A MAN IN WOMAN'S CLOTHING.

Evidence was next given by one of the passengers, Mr. A. M. D'Acra. Mr. D'Acra said he was in the saloon when the piracy broke out. The first class passengers were assembled in the saloon, and he saw eight pirates, one of whom was armed with a rifle, and the rest with revolvers, come in, start smashing things, and search the passengers. From 6 p.m. till 3 o'clock in the morning the passengers were kept in the corridor outside. It was very uncomfortable, and some found it difficult to breathe. At four o'clock in the morning he was made to act as interpreter, and he secured the key and opened one of the grills.

Asked whether he saw a woman among the robbers, witness said he saw no woman, but he did see a man dressed as a Chinese woman. He was quite sure it was a man, because he heard him talk. When witness saw him the man was wearing no stockings.

HONGKONG'S STAFF OF SEARCHERS.

Evidence was also given by Inspector Fallon, in charge of the searching department in Hongkong. He said there were twenty-six male searchers and six women, in addition to the three Europeans. He was not on duty when the *Sui An* was searched.Mr. John Arnold, Secretary to the Hongkong, Canton and Macao Steamboat Company next gave evidence. Estimated as to the efficiency with which the Piracy Regulations were carried out on the *Sui An*, witness said that there was on board twice as many rockets as called for, and considerably more arms and ammunition. He had given all his captain's instructions with regard to the Regulations when they were made.

THE TEMPEST.

When we turn to Shakespeare's handling of "The Tempest" we first admire that which all must admire, the enchantment wherein he clothes it, the poetic feeling wherewith he suffuses it. Magic and music meet in "The Tempest" and are so wedded that none can put them asunder.

"The Tempest" accepts and masters an extreme technical difficulty. No one can read Shakespeare's later plays in a block without recognising that the subject which constantly engaged his mind towards the close of his life was Reconciliation, with pardon and atonement for the sins or mistakes of one generation in the young love of the children and in their promises. This is the true theme of "Pericles," "Cymbeline," "The Winter's Tale," "The Tempest" successfully. But the process of reconciliation—especially when effected through the appeal of sons and daughters—is naturally a slow one, and, therefore, extremely difficult to translate into drama, which handles "the two hours' traffic of our stage" and, therefore, must, almost necessarily, rely on the piling of circumstances and character upon one crisis and its swiftest possible resolution.

The time supposed to be occupied by the action of "Pericles" is about sixteen years. "The Winter's Tale" has an interval of about sixteen years between its third and fourth acts. In "The Tempest" Shakespeare triumphantly does the trick—the whole action of the play, with the whole tale of ancient wrong unfolded, the whole company of injured and injured, gathered into a knot, the whole machinery of revenge converted to forgiveness—all this is managed in about three hours of imagined time, or scarcely more than the time of its actual representation on the stage.

QUEEN'S COLLEGE OLD BOYS' ASSOCIATION.

THIRD ANNUAL MEETING.

There was a fair attendance at the third annual meeting of the Queen's College Old Boys' Association held at the College last evening. In the absence of the President (Sir Robert Ho Tung), Mr. U. Rumliah, one of the Vice-Presidents of the Association presided.

The General Committee's report and statement of accounts, which was adopted by the meeting, on the motion of the Chairman, seconded by Mr. H. C. Hung, showed an increase of membership from 311 to 345 during the year. The accounts showed a credit balance of \$1,899.73 on current account and \$1,470 on fixed deposits.

In proposing the adoption of the report Mr. Rumliah suggested that the number of life-members at present 61, ought to be double that figure. The Association, he said, was a very useful institution to which all old boys should give their support. Not only did the institution bring the old boys closer together, but it also aimed at doing something for the old school.

Since the publication of the annual report a cheque for \$1,000 had been received from Sir Robert Ho Tung, the President, for the scholarships fund, which brought the total amount available to \$2,375. The President in a letter recommended the institution of scholarships in honour of the late Mr. Chiu Chi Chung and also in honour of Mr. Luk King Fo who was still with them—(Applause).

The election of officers was next proceeded with.

On the motion of the Chairman, seconded by Mr. CHUNG, Sir Robert Ho Tung was re-elected President of the Association.

Mr. U. Rumliah was unanimously re-elected Vice-President of the Association to serve with Mr. B. Tanner, who in his capacity as headmaster of the College is ex-officio one of the two Vice-Presidents.

As Mr. C. G. Anderson, the outgoing Hon. Secretary, is leaving for America shortly, Mr. Tang Shui Sham, a Chinese master of the College, was elected to serve in his stead.

Mr. C. Choy was elected Hon. Treasurer.

The General Committee was elected as follows:—Dr. C. C. Wang, Messrs. Lo Man Hin, Chow Ping Un, A. el Arculli, Tsai Tei Shek, H. K. Hung, S. M. Chum, J. F. Grose, Ho Kwong, Ho Leung and J. C. Barretto.

A resolution was passed with acclamation thanking Mr. C. G. Anderson for his past services and wishing him a pleasant voyage.

A MERE DISPUTE OR A CRIMINAL ACT?

MAGISTRATE'S COMMENT ON CO-PARTNERSHIPS.

In suggesting to Mr. G. K. Hall Brutton, solicitor for the complainant in an embezzlement charge, that he should consult Mr. H. L. Denys, the solicitor for the defendant, a partner in a Chinese firm at Shauiwan, with a view to reaching a settlement out of Court without defeating the ends of justice, Mr. R. E. Lindell at the Magistracy, yesterday afternoon, said that many of these cases turned out to be mere disputes. One partner might try to withdraw from the partnership but that did not amount to a criminal act.

Mr. Brutton agreed to this course of action, and the case was adjourned for a week without any evidence or statement being made as to the nature of the alleged offence.

The defendant in the case is Wong Sun and he is charged with stealing or embezzling the sum of \$427.60, belonging to a partnership business at No. 43, Shauiwan West.

SPORT.

CRICKET.

CLERGY & MEDICOS.

By the kind permission of the Hongkong Cricket Club, a match will be played to-morrow (Wednesday), starting at 11 a.m., between a Clergy XI. and a team of Medical Officers. The following will represent the Clergy:—The Revs. H. R. Wells, Baptist Mission (capt.); Father Walsh, American Catholic Mission; Father Purcell, H.M.S. Tamar; H. Borison, H.M.S. Hawkins; H. S. Crole-Ross, H.M. Naval Yard; A. Stewart, St. Paul's College, C.M.S.; E. W. L. Martin, St. Stephen's College, C.M.S.; K. Quick, St. Stephen's College, C.M.S.; W. T. Featherstone, Diocesan Boys' School; H. S. Bailey, Chaplain to the Bishop of Victoria; Copley Moyle, St. John's Cathedral; or G. T. Waldegrave, Seamen's Institute. Scorer: Rev. M. Shevell, Chaplain to the Forces; umpire: Rev. J. T. Holman, St. John's Cathedral.

FOOTBALL.

LEAGUE TABLE—DIVISION I.

	P.	W.	L.	D.	F.	A.	PTS.
King's Regt.	9	7	0	0	21	1	14
Club	10	6	3	1	30	8	13
Hawkins	7	5	0	2	16	4	12
Tamar	9	4	2	3	13	11	11
Ambrose	10	5	0	5	12	14	10
South China	10	4	5	1	15	14	9
Kowloon	8	4	3	1	11	9	9
Despatch	4	1	2	1	7	9	3
R.G.A.	8	1	6	1	10	19	3
Diocesan	5	1	3	1	6	12	3
Tiania	2	1	2	0	6	6	2
Carlisle	4	1	3	0	5	11	2
Police	7	0	5	2	4	20	2

LEAGUE TABLE—DIVISION II.

	P.	W.	L.	D.	F.	A.	PTS.
King's Regt.	7	7	0	0	21	1	14
Hawkins	6	6	0	0	22	5	12
R.G.A.	7	5	1	1	18	7	11
South China	5	5	0	0	17	4	10
United	7	4	2	1	14	10	9
Ambrose	6	3	2	0	8	10	8
Martins	4	2	1	1	10	6	5
University	4	2	2	0	10	9	4
Tiania	4	2	2	0	5	7	4
Kowloon	6	2	4	0	10	16	4
South China	6	1	4	1	5	23	3
Despatch	4	1	2	0	6	18	2
Diocesan	2	0	2	0	6	9	0
Carlisle	4	0	4	0	4	12	0
Wardens	6	0	6	0	3	23	0
Ambrose	5	0	5	0	1	14	0
Police	6	0	6	0	1	18	0

THREE ARMS CASES.

ANOTHER MAN FROM THE INDEPENDENT BRIGADE CHARGED.

On Saturday afternoon the police conducted a search on the 3 o'clock express train for Canton, just as the train had passed Shatin. In a second class compartment, it is alleged, a Chinese was found to be in possession of a mauser pistol. He was removed from the train to the Water Police Station and there he was thoroughly searched. On his breast was pinned an identification disc attached to a strip of ribbon representing the Chinese national colours. The disc described him as Li Chi Wan, a newly recruited N.C.O. of the Independent Brigade, Canton Army. In his pockets were found a railway warrant to travel over Chinese railways at half-fare and a Chinese licence to carry arms, but the name on the licence was different from that on the disc.

The man was charged before Mr. J. R. Wood at the Magistracy, yesterday morning, with unlawfully having in his possession a mauser pistol.

When the case was called the defendant said: "I am an officer in the Canton Army, and I was travelling by train on Chinese territory. By mistake, I travelled on so British territory."

The Magistrate adjourned the hearing of the case until this afternoon.

AN ARREST ON THE KOWLOON RAILWAY STATION.

Another case, was that of a Chinese who was charged with unlawfully having in his possession a revolver and 100 rounds of ammunition. This case was also adjourned for hearing until this afternoon, without evidence being taken.

It appears that the defendant was searched at the platform barrier at the Kowloon railway station at 7.30 a.m. on Sunday by Mr. Neville of the Chinese Maritime Customs, and the revolver and ammunition were found in the man's possession.

AN ARMED MUSICIAN SENT TO PRISON.

Agileo M. Sison, an unemployed seaman-musician, was yesterday morning sent to prison for six months by Mr. R. E. Lindell for being found in possession of a revolver and five rounds of ammunition.

Evidence was given to the effect that the accused was found by Sergt. Stimson in possession of the weapon in Nathan Road, Kowloon.

The defendant told Mr. Lindell that the revolver belonged to a seaman on the s.s. *President Jackson*, who bargained with defendant to exchange it for the suit of clothes. The defendant did not agree, but later he met a Portuguese who wished to buy it and whilst arrangement were being made for the Portuguese to see the original owner the defendant was arrested.

SPORT.

CRICKET.

CLERGY & MEDICOS.

By the kind permission of the Hongkong Cricket Club, a match will be played to-morrow (Wednesday), starting at 11 a.m., between a Clergy XI. and a team of Medical Officers. The following will represent the Clergy:—The Revs. H. R. Wells, Baptist Mission (capt.); Father Walsh, American Catholic Mission; Father Purcell, H.M.S. Tamar; H. Borison, H.M.S. Hawkins; H. S. Crole-Ross, H.M. Naval Yard; A. Stewart, St. Paul's College, C.M.S.; E. W. L. Martin, St. Stephen's College, C.M.S.; K. Quick, St. Stephen's College, C.M.S.; W. T. Featherstone, Diocesan Boys' School; H. S. Bailey, Chaplain to the Bishop of Victoria; Copley Moyle, St. John's Cathedral; or G. T. Waldegrave, Seamen's Institute. Scorer: Rev. M. Shevell, Chaplain to the Forces; umpire: Rev. J. T. Holman, St. John's Cathedral.

FOOTBALL.

LEAGUE TABLE—DIVISION I.

	P.	W.	L.	D.	F.	A.	PTS.
King's Regt.	9	7	0	0	21	1	14
Club	10	6	3	1	30	8	13
Hawkins	7	5	0	2	16	4	12
Tamar	9	4	2	3	13	11	11
Ambrose	10	5	0	5	12	14	10
South China	10	4	5	1	15	14	9
Kowloon	8	4	3	1	11	9	9
Despatch	4	1	2	1	7	9	3
R.G.A.	8	1	6	1	10	19	3
Diocesan	5	1	3	1	6	12	3
Tiania	2	1	2	0	6	6	2
Carlisle	4	1	3	0	5	11	2
Police	7	0	5	2	4	20	2

LEAGUE TABLE—DIVISION II.

	P.	W.	L.	D.	F.	A.	PTS.
King's Regt.	7	7	0	0	21	1	14
Hawkins	6	6	0	0	22	5	12
R.G.A.	7	5	1	1	18	7	11
South China	5	5	0	0	17	4	10
United	7	4	2	1	14	10	9
Ambrose	6	3	2	0	8	10	8
Martins	4	2	1	1	10	6	5
University	4	2	2	0	10	9	4
Tiania	4	2	2	0	5	7	4
Kowloon	6	2	4	0	10	16	4
South China	6	1	4	1	5	23	3
Despatch	4	1	2	0	6	18	2
Diocesan	2	0	2	0	6	9	0
Carlisle	4	0	4	0	4	12	0
Wardens	6	0	6	0	3	23	0
Ambrose	5	0	5	0	1	14	0
Police	6	0	6	0	1	18	0

LANE CRAWFORD'S Christmas Cheer

Lane Crawford's have perfected their arrangements for Christmas. Customers will find the widest selection of the choicest Christmas fare, maintaining and increasing the nation-wide reputation of Lane Crawford's Quality at prices which are the strongest evidence possible that the cost of living is falling. Lane Crawford's have again set the new lower-price standard for foodstuffs.

Hams, English York Cut, whole	per lb.	1.30
" " " " " "	"	1.40
Devonshire Bacon	"	1.30
Prize Stilton Cheese	"	12.00
English Cheddar Cheese	"	1.30
Russian Caviare, Fresh	per jar	4.00
Pate de Foie Gras "Hummels"	per tin	3.50, 4.50
Hors d'Oeuvres 6 tins in pkt.	per pkt.	3.50
Plum Puddings, Grosse & Blackwells	1.15, 2.00, 3.25 & 3.75	
Mince meat	1 lb. tins 1.00, 2 lb. tins 1.75	
Huntley & Palmer's Xmas Cakes	1 lb. 2.30, 2 lb. 4.50 & 6.00	
Fry's Chocolates, Queen Mary and Chocolate de Luxe	2.30	
Fancy Boxes Chocolates	from \$1.50 to \$16	
Almonds, Muscatels, Figs, Dates, Turkish Delight, Marzipan Confectionery, etc		

LANE, CRAWFORD, LTD.

CAFÉ WISEMAN'S CHRISTMAS SPECIALITIES.

WALNUT, MOCHA, COCOANUT GATEAUX

Made under ideal conditions in Daylight Bakeries, these cakes are unsurpassed for freshness, fine flavour and quality.

From 1.00

SCOTTISH SHORTBREADS

(Round) Each 50 cts. and \$1.00.

LANE, CRAWFORD, LTD.

NEW COLUMBIA DANCE RECORDS FOR DECEMBER

AT

ANDERSON'S.

7. and 9, PEDDER STREET (under the Hongkong Hotel).

TAILORS AND OUTFITTERS

HAVE A LARGE ASSORTMENT OF SWEATERS, SCARVES AND GLOVES FOR ALL OCCASIONS.

OVERCOATS

CAMELHAIR FLEECE AND SCOTCH HOMESPUN.

J. J. J. J.

DRESSING GOWNS, TRAVELLING RUBBER WAISTCOATS, etc.

UNDERWEAR

PURE WOOL IN "THEA" VIVELLA AND BOOTH MARKS.

NEW ADVERTISEMENTS

FOR SALE

OWNER leaving the Colony. Small Yacht **PIANO**. Recently entirely overhauled. In perfect condition. Beautiful full tone. \$350. Also **DULCITONE**. Very little used. Great addition to an Orchestra or Jazz Band. Open to offer.

Apply Box 1609,
c/o Daily Press Office
[1909]

NOTICE TO CONSIGNEES

FROM HUMBURG AND ANTWERP.

THE S.S. "SIERRA MORENA"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before noon to-day.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined and stored, at 10 A.M., by Messrs. Goddard and Douglas.

All claims must be presented within 15 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted for goods delivered after the 15th inst., will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
CARL BOUTER & CO.,
Aktiebolag,
Agents.

Hongkong, 11th December, 1922. [1904]

STROTHERS & BARRY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO & LOS ANGELES
via JAPAN PORTS & SHANGHAI.

THE Steamship

"APUS"
having arrived from above-mentioned ports Sunday, Dec. 10th, 1922, Consignees are hereby notified that their cargo is being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned or Delivery Orders issued.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 9 A.M., Friday, Dec. 15th, 1922, by Messrs. ANDERSON & ASH, Marine Surveyors.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered after Dec. 16th, 1922, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills and Lading in exchange for Delivery Orders immediately.

STROTHERS & BARRY,

Agents,
U.S.S.R. Emergency Fleet Corp.

Hongkong, December 10th, 1922. [1907]

THE CHINA LIGHT AND POWER CO.

(1918), LIMITED.

NOTICE IS HEREBY GIVEN

that an

EXTRAORDINARY GENERAL

MEETING of the above Company will be held

at the office of Messrs. BARNES, TOMES & CO.,

the General Managers of the said Company, at

St. George's, Hongkong, on THURSDAY, the 14th day of DECEMBER,

1922, at 11 o'clock in the Forenoon, when

the following resolutions, will be proposed as

ordinary resolutions, viz.:

1. That the authorized Capital of the

Company (which is now \$1,000,000

consisting of 200,000 shares of the

nominal value of \$5 each the whole of

which have been issued) be increased to

\$2,000,000 by the creation of 200,000

additional shares of the nominal value

\$5 each ranking (subject as hereinafter

mentioned) for dividend and in all other

respects pari passu with the shares

constituting the Company's present

issued Capital.

2. That the said 200,000 new shares be offered

in the first instance (in the proportion of

one new share for every old share held

by them respectively) to the Members of

the Company who on the 14th day of

December, 1922, are registered in the

Company's Share Register as the holders

of the said 200,000 old shares at par and

so that on acceptance of the offer the

amount due in respect of such 200,000

shares shall be payable in two instalments

viz. the sum of \$2.50 part thereof on

the 2nd day of January, 1923, and the

sum of \$2.50 the balance thereof on the

1st day of March, 1923.

And further that the said 200,000 new shares

shall be offered to the said 200,000 old shares only

rank for dividend as from the 2nd day of

January, 1923, in respect of the amount payable

thereon on that date and as from the 1st day

of March, 1923, in respect of the full nominal

value thereof.

And that such offer be made by notice

specifying the number of shares to which the

member is entitled and limiting a time within

which the offer if not accepted by the member

on behalf of himself or his nominee will be

deemed to be declined and that the General

Managers be at liberty to extend the time for

such acceptance to such date or dates as they

may think fit in the case of shareholders whose

place of address is not in Hongkong. And

further that any of the said 200,000 new shares

which shall not be taken up by the Com-

pany's shareholders in manner aforesaid be

disposed of in such manner at such time or

times and upon such terms as the Company's

General Managers shall in their absolute

discretion think fit.

The Transfer Books of the Company will be

closed from Friday, the 8th day of December,

1922, to Thursday, the 14th day of December,

1922 (both days inclusive) during which period

no transfer of shares can be registered.

Dated the 30th day of November, 1922.

SHEWAN, TOMES & CO.,

General Managers.

INTIMATIONS

NOTICE

WE beg to announce that we have just received a Small Shipment of "LOEWE" and "WEINGOTT" BRIAR PIPES which we are disposing at Very Reasonable Prices.

TABAGUERIA FILIPINA.

38, Queen's Road Central.

Phone 3558.

[1896]

NOTICE OF REMOVAL

WE have THIS DAY moved our Offices to the Ground Floor of 5, QUEEN'S ROAD CENTRAL (between Mercantile Bank and Netherlands Trading Society).

THE PEOPLE'S SAVINGS

CORPORATION, LTD.

7th December, 1922. [1892]

HONGKONG HOCKEY CLUB.

A GENERAL MEETING of the above Club will be held in the Hongkong Cricket Club Pavilion, by kind permission of the Hongkong Cricket Club, on FRIDAY, 15th inst., at 8.30 P.M. All those desirous of joining the Club are invited to attend.

[1893]

THE ROYAL HONGKONG GOLF CLUB.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the Members of THE ROYAL HONGKONG GOLF CLUB, will be held in the Board Room of Messrs. JARDINE, MATHESON & CO., LTD., Hongkong, on MONDAY, the 18th day of DECEMBER, 1922, at 2.15 P.M.

To Receive from the Committee a Report, Balance Sheet and Statement of Accounts for the year ended 30th September, 1922.

To Consider, and if thought expedient, pass a Resolution continuing the additional subscription of \$2.00 per month until the 31st December, 1922.

To Elect Officers, Members of the Committee, and an Auditor for the ensuing year.

To Decide on any Resolution which may be submitted to the Secretaries and Treasurers four days prior to the Meeting.

Any Other Business.

By Order of the Committee,

PERCY SMITH, SETH & FLEMING,

Secretaries & Treasurers.

Hongkong, 7th December, 1922. [1898]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

Situate

No. 13, WING HING STREET,

VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

By

PUBLIC AUCTION,

IN ONE LOT

On

SATURDAY,

The 30th Day of Dec., 1922, at 3 o'clock P.M.

By

Messrs. LAMBERT BROTHERS

At Their Office, DUNDRELL STREET.

[1927]

THE Property consists of First ALL

THAT piece or parcel of ground situate

at Victoria in the Colony of Hongkong and

registered in the Land Office as SECTION A

of INLAND LOT No. 2168 together with

the manures erections or buildings thereon

now known as No. 13, Wing Hing Street and

Secondly ALL THAT strip of land at the rear

of the said Section A of Inland Lot No. 2168

being a scavenging lane. All of which premises

are held for the residue of the term of 75 years

from the 15th day of May, 1916, created by the

Crown Lease thereof together with the

valuable machinery now situate in or upon the

said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be

obtained from

Messrs. HASTINGS & HASTINGS,

Solicitors,

8, Des Voeux Road Central,

and

Messrs. LAMBERT BROTHERS,

Auctioneers.

[1927]

FOB SALE

AT

REPULSE BAY.

LOT 8/158 (31,200 sq. ft.), A well situated

newly built Fully Furnished Modern

Two-story HOUSE. Dining Room, Drawing

Room, 3 Bed, 3 Bath, Flush Closets, Drying

Room, Garage, Tennis Court, Servants' Quarters

on Modern Plan. House has big open Verandahs

and good surrounding grounds, Electric Light

throughout, Hot Water Service and Telephone.

Private Path to Beach.

Offers to purchase to be sent to Messrs.

BAWNER, MOORE & CO. (CHINA), LIMITED, 7,

Queen's Road Central on or before the 15th of

December, 1922.

Applications to view may be had at the

office of Messrs. BAWNER, MOORE & CO.

(CHINA), LTD., 7, Queen's Road Central.

[1881]

WANTED.

BRADFORD Piece Goods Merchant

desires working arrangement with 1st

Class Firm. Will provide own Salesman, pay

wages, native Broker and all Calling expenses.

Apply Box 1890

c/o The Hongkong Daily Press.

[1890]

THE CORONET.

HAROLD LLOYD

IN

GRANDMA'S BOY.

9 PM.

KOWLOON THEATRE.

SPECIAL DANCE.

INTIMATIONS

THEATRE ROYAL

A. D. C.

CHRISTMAS PRODUCTION OF

SHAKESPEARE'S

"THE TEMPEST."

TUESDAY, Dec. 26th (Boxing Day), 9.15 P.M.

WEDNESDAY, Dec. 27th (Matinee), 3.15 P.M.

THURSDAY, Dec. 28th, 9.15 P.M.

FRIDAY, Dec. 29th, 9.15 P.M.

SATURDAY, Dec. 30th, 9.15 P.M.

MONDAY, Jan. 1st (New Year's Day), 9.15 P.M.

TUESDAY, Jan. 2nd, 9.15 P.M.

[1893]

Booking now at Mouritz.

Prices as Usual.

[1893]

NOTICE.

B. CHRISTIANSEN, DECEASED.

NOTICE issued by Order of the Danish

Probate Authority, The Royal Danish

Consul-General, Shanghai.

All persons having Claims against the estate

of the abovesaid Deceased must file the same

with the Royal Danish Consulate at Canton

within 6 months from the date of this Notice.

The Claims of all persons failing to comply with

this Notice will not be considered.

Dated the 11th day of December, 1922.

(Sd.) WALLACE J. HANSEN,

Royal Danish Consul,

Canton.

[1900]

DANCING.

PALACE HOTEL,

KOWLOON.

SPECIAL ATTRACTION.

By kind permission of Capt. C. S. Beuning,

R.N., D.S.O. The popular

JAZZ QUARTET

of

H.M.S. Titania

will play at the above Hotel on TUESDAY

12th, Dancing 9 P.M.

An Exhibition of CLASSIC DANCING will

be given by

Mr. J. THOMAS

and

Mlle. E. MAKAROWA,

in the following Dances

"TSHA," INDIAN DANCE, RUSSIAN DANCE,

SPANISH DANCE and POLISH DANCE.

[1901]

PERFUMES.

OH, WHAT MEMORIES.

REMEMBER YOUR FRIENDS WITH

PERFUMES.

JUST FROM PARIS.

Coffres des Roses, Camia, Mary Garden.

Princess Ygor, des Actrices and others.

Ask for them at all Leading Stores, also

</

CABLES.

LATEST CABLES.

(REMOVED BY THE AGENCY.)

CRITICAL REPARATIONS PROBLEMS.

GERMAN AND BRITISH PLANS UNSATISFACTORY TO FRANCE.

LONDON, December 10th.

While the Premier's Conference is still in being, matters have undoubtedly reached a crisis, and the situation, as regards an Anglo-French agreement is not altogether reassuring.

It is stated that M. Poincaré has definitely rejected the German plan, also the counter proposal by Mr. Bonar Law, who offered to accept German bonds in exchange for the French debt; hence, M. Poincaré adheres to his demand for immediate occupation of Essen and Bochum, two towns in the district of the Ruhr.

CONFERENCE AWAITS BRITISH CABINET'S DECISION.

A meeting of the British Cabinet was summoned this morning, and the Premier's Conference will not apparently reassemble until the Cabinet has reached a decision on M. Poincaré's demand. The Italian and Belgian Premiers were endeavouring last night, to find a way out of the crisis, and a belief is entertained that there will be no rupture.

UNANIMOUS ALLIED REFUSAL OF GERMAN PROPOSALS.

M. Poincaré, interviewed after the adjournment of the conference yesterday, severely criticised the German Note. He stated that he considered the proposals altogether unacceptable, and it is understood that this view is shared by all the Allies. It is expected that a reply to this effect is being drafted to-day.

EARLIER CABLES.

ALLIES FAIL TO REACH AGREEMENT.

LONDON, December 10th.

Although yesterday's conversations of Premiers in London were technically merely an exchange of views preliminary to the Brussels Conference, they were of a very grave character, because the conference at Brussels will be impossible unless a preliminary agreement be reached. Secrecy is officially maintained regarding the nature of the discussions, but well-informed quarters declare they were of a most vigorous nature, chiefly owing to a French demand for "maimise" or occupation of the Ruhr, coalfield and cancellation of the European inter-Allied debts in return for the grant of a moratorium to Germany.

BRITISH PREMIER'S BAFFLING PROBLEMS.

The Observer's diplomatic correspondent says that Mr. Bonar Law yesterday was faced by one of the most baffling problems that has ever confronted any Premier, namely the alternative of refusing a proposal which will mean a European disaster or of breaking with France. The correspondent adds that yesterday was one of the thorniest days since the Armistice. Precisely because these crises have progressively grown worse during the past four years, it was recognised that a decision could no longer be postponed. The best that could be said of the discussions yesterday was that they were to continue, and therefore there is still hope.

It is noteworthy in this connection that there have been suggestions in the French Press recently that France is willing to give way to a certain extent to the British viewpoint at Lausanne in return for a British concession to the French attitude with regard to the Ruhr.

THE GERMAN PROPOSALS.

LONDON, December 10th.

Reuter learns from a well-informed quarter that the main proposals of the German Note presented to the Allied Prime Minister this morning are as follows:—

The German Government intends to carry out the proposals contained in its Note to the Reparations Commission on November 11th, firstly by undertaking if necessary the stabilisation of the mark forthwith, utilising Germany's own resources, and secondly by substituting for current obligations under the Treaty of Versailles for the next few years internal and external loans, the proceeds of which will be paid over immediately to the Reparations Commission, except that part of the internal loan shall be devoted to Germany's own needs, especially the stabilisation of the mark. It is suggested that the arrangement shall cover at least two years but not more than five years.

A Belgian source confirms the above, and says the external loan will be for three milliards of marks, while the internal loan is not fixed. Half of this, up to a milliard and a half, will be devoted to reparations, and half to stabilisation of the mark.

(Continued on foot of next column.)

MARINE CABLES.

M. CLEMENCEAU'S LECTURE TOUR.

PROCEEDS DEVOTED TO U.S. FIELD SERVICE FUND.

WASHINGTON, December 10th.

In memory of his student days in America, M. Clemenceau has devoted the proceeds of his lecture tour to the American Field Service Fund, which was organized at the end of the war for the purpose of sending a number of American students to French universities equal in number to the French students in American universities. Hitherto only half a million dollars have been subscribed out of the three and a half million dollars needed for the project.

THE BAVARIAN ATTACKS ON ALLIED OFFICERS.

GERMAN REPLY TO ALLIED NOTE.

PARIS, December 10th.

The German reply to the Allied Note on the incidents at Passau and Ingolstadt claims that the German Government is alone qualified to present the apology demanded. It is impossible to dismiss the burgomasters. The Note confirms the willingness to pay the million gold marks demanded.

TRADE UNION PEACE CONFERENCE.

FOUR HUNDRED INTERNATIONAL DELEGATES ATTEND.

THE HAGUE, December 10th.

The peace conference organized by the International Federation of Trades Unions has opened under the presidency of Mr. J. H. Thomas. The four hundred delegates represent various European countries. The United States Labour Federation declined the invitation.

GOVERNOR OF NORTH IRELAND.

DUKE OF ABERCORN APPOINTED.

LONDON, December 10th.

It is officially announced that the Duke of Abercorn has been appointed Governor of North Ireland.

POLAND'S NEW PRESIDENT.

DISTINGUISHED ENGINEER ELECTED.

WARSAW, December 10th.

The Foreign Minister, Narutowicz, the distinguished engineer, has been elected President of the Republic.

M.C.C.'S SOUTH AFRICAN TOUR.

EAST RAND'S POOR SCORE.

BERNOLI, December 10th.

The East Rand eleven compiled 106, Sibley Snooks contributing 78. The M.C.C. had replied with 89 for 4 when stumps were drawn.

SIX DAYS' BICYCLE RACE.

WON BY ITALO-AMERICAN TEAM.

NEW YORK, December 10th.

The Italo-American team, Goulett and Belloni, won the six-day bicycle race in Madison Square Garden, covering 2,457 miles in 143 hours.

SIKI-CARPENTIER FIGHT.

SIKI'S RESERVATIONS.

PARIS, December 10th.

Siki has agreed to fight Carpentier, provided his boxing licence be restored and the meeting be held within ten weeks.

NOBEL PRIZE FOR DR. NANSEN.

CHRISTIANIA, December 10th.

Dr. Nansen has been awarded the Nobel peace prize.

ALLIED PREMIERS CONSIDER GERMAN NOTE.

LONDON, December 10th.

The Allied Premiers in London studied the German Note and Allied debts and the question of guarantees, during a three-hour session this afternoon, and probably will meet again to-morrow, prior to which the British Cabinet will meet to discuss the progress of negotiations. It is understood the German proposals are largely based on the report of the inter-Allied Commission of Investigation in Berlin.

CONFERENCE REJECTS GERMAN PROPOSALS.

LONDON, December 10th.

Signor Mussolini, interviewed by Reuter, said the Allies were united in rejecting the German reparations Note.

He said the Note made an entirely negative impression on the conference, and mentioned that his own plan submitted to the conference favoured the reduction of the total reparations, "if our debt be reduced." He said there was no question of reparations of debts. His proposals were for guarantees which were solely economic and productive. He was optimistic with regard to the outcome of the deliberations.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

TSINGTAO FORMALLY TRANSFERRED.

TIENTSIN, December 11th.

A special telegram from Tsingtao to the Peking and Tientsin Times says the formal transfer of the administration was effected on December 10th, with a minimum of ceremony. Wang Chen Ting, and General Hsueh Ping Chi arrived at the Government building at 11 a.m. and were received by General Yuh, the Military Governor and Mr. Akiyama, the Civil Governor. The proceedings within the building were private. It is believed that they included brief speeches on handing over the formal documents.

At noon hundreds of Chinese collected and the Chinese flag was raised amid some hand-clapping. The Chinese police saluted the Japanese soldiers and a Chinese cruiser fired a salute of twenty-one guns. The subsequent proceedings were mismanaged. The Japanese did not return the salutes and ignored the Chinese officials as they emerged from the building. When General Yuh appeared Chinese and Japanese alike saluted. A fanfare of trumpets was blown and after this the spectators pressed forward with Chinese flags which they placed before the entrance.

The Japanese troops withdrew, merely bowing towards the Chinese.

The proceedings at the police station were more cordial. Here the Japanese exchanged salutes.

General Yuh plans to leave with the remaining Japanese troops on December 14th. The dock and wharf staffs remain for a further ten days.

Dr. C. T. Wang, interviewed said he was confident there would be no further trouble, with bandits, all of whom had now left the town. Dr. Wang stated that he had 2,700 troops and police within the town and 10,000 on the boundary.

A CORRECTION.

SIR R. MACLEAY'S SPEECH.

Reuter sends the following correction to the cable report of Sir Ronald Macleay's speech, at a farewell banquet given by the Chinese Societies of London on December 2nd.

"By the gradual introduction of modern constitutional and juridical methods, and a somewhat less suspicious attitude towards international relations and foreign co-operation, in the development of her great natural resources, China would make good her claim to take her place as a respected and influential member of the great family of civilised nations."

[The original message read:—Sir Ronald Macleay said that with less suspicion towards China, and with foreign co-operation, and the development of her great natural resources, China would take her place as a respected and influential member of the great family of civilisation.]

GERMAN PIRATES SEIZE SHIP.

EXCITING ADVENTURE AT SEA.

The motor schooner *Bertha*, bound from Hamburg to Sweden, was lying last month at Cuxhaven awaiting the tide when she was stormed by four pirates, who appeared alongside in a boat, scrambled on board, shot down the captain, drove the crew into the hold, and made themselves masters of the ship.

Having locked the captain in his cabin, they dragged out one of the crew from the hold, covering him with a revolver, ordered him to navigate the vessel to Denmark. Meanwhile they had ransacked the forecastle, dressed themselves in seamen's clothes, and stolen all the money they could find.

Apparently the band they had put in charge knew little more of navigation than the pirates did themselves, for next morning the ship, instead of being well to the northward, was due west at the mouth of the Jade, and she ran aground and sprang a leak.

As she began to sink the pirates climbed into the rigging. The captain forced his way out of the cabin and threw broke out on to the deck. With the captain they got away in the ship's boat as the *Bertha* went down. The pirates, hanging on to the rigging, fired on the crew as the ship's boat pulled away.

The boat made for the Vossapp light-house, where the captain was given first-aid. Shortly afterwards a steamer sighted the pirates, and regarding them as shipwrecked mariners, took them on board. As the steamer passed the lighthouse the keeper signalled to the master the character of the passengers. He had also signalled to the naval authorities and a German torpedo-boat soon came alongside and took off the pirates, brought them into Wilhelmshaven, and handed them over to the police. The pirates were convicts, who had escaped from Hamburg Prison.

THE WORLD'S SHIPPING.

MANY MORE OIL FUEL AND MOTOR VESSELS.

The total tonnage of merchant vessels at the end of June, 1922, holding the classification of Lloyd's Register, exceeds 27,000,000 tons, and is the highest figure ever recorded, states the annual report of Lloyd's Register of Shipping for 1921-22.

To these figures should be added 296 vessels of 1,524,013 tons, which appear in the register book with the notation "class contemplated," which bring the aggregate of shipping under Lloyd's Register classification to 10,835 vessels of more than 28,750,000 tons gross. Of the first total 5,873 vessels, with a tonnage of 18,731,562 tons British, while 4,151 vessels of 18,506,567 belong to other countries.

It is stated that the disturbed political and economic conditions, disorganisation of the exchanges, and stagnation of international trade provide adequate explanations for the continued falling off in shipbuilding, especially in view of the fact that the tonnage now afloat exceeds the pre-war mercantile tonnage by some fifteen million tons. Doubtless these figures include many vessels which, on account of age or for other reasons, are not likely to be able, even when trade revives, to enter successfully into competition for freight, and it is perhaps not possible to determine whether, given the restoration of normal conditions, the tonnage now afloat would be found to exceed the demand.

It is added that the number of plans for new vessels passed by the society during the year inevitably reflects the prevailing conditions. The figures comprise only 133 vessels of 230,920 tons, and are the lowest recorded for more than thirty-five years. Included among the vessels built during the year which have received the society's classification are thirty-two exceeding 10,000 tons each, as compared with only ten falling within this category during the previous months. Steam turbines were installed in ninety-eight vessels of 870,037 tons. These include a large number of ships of over 10,000 tons each, and all those of over 15,000 tons, classed by the society during the past year. Vessels of all types of construction intended for bulk oil carrying, and built to class, in the last twelve months amounted to 114 of 603,399 tons gross. The "progressive" demand for oil-carrying vessels is shown by the fact that the registered tonnage of these vessels had increased from 1,471,988 tons in July, 1914, to 5,062,599 in July 1922.

Vessels to the number of 209, representing 1,895,929 gross tons—or 55 per cent. of the total tonnage of new vessels classed during the year under review—were fitted for burning oil fuel. Whereas, in July, 1914, vessels fitted for burning oil fuel had a gross tonnage of 1,810,209, the figures for July, 1922, were 14,464,162 tons. Among the vessels converted during the year were the *Aquidana*, *Berengaria*, and *Macaronesia*, and several other large passenger vessels.

The continued development of the use of the internal combustion engine is commented upon. In July, 1914, there were 237 motor vessels of 234,287 tons, while in July last there were 1,620 vessels, with a tonnage of 1,542,160. Of these 1,620 vessels 341 are of 1,000 tons and upwards, including sixty-six above 6,000 tons.

ARMED ROBBERY.

CHINESE TEMPLE RAIDED AT SAM SHUI PO.

It is not often that one hears of a temple robbery; though it has been known to happen before. Such a robbery took place on Saturday evening, just before 7 o'clock, when five men, three armed with revolvers, raided the Sam Tai temple at Sam Shui Po. The temple keeper was held up at the point of a revolver and he with the inmates were driven into a cubicle and there bound and gagged. One man kept guard over the victims whilst the others searched the temple. Money, clothing and jewellery were stolen to the total value of \$300.30.

"GRANDMA'S BOY."

HAROLD LLOYD'S LATEST.

"Grandma's Boy" which was shown at the Coronet for the first time yesterday, pushed Harold Lloyd, the droll film comedian several rungs higher up the ladder of fame.

Lloyd got more popular with every picture and the secret of his success must surely lie in the great naturalness which distinguishes his particular brand of humor. He does the most absurd things in his quaint, droll fashion and appears mildly surprised when other people discover in them an occasion for riotous laughter. "Grandma's Boy" is his first five-part feature and those whose sides are still aching from contact with the comedian yesterday, will hope that it will not be by any means his last.

"TRANSMIT TO CARPENTIER."

M. CLEMENCEAU'S REPLY TO ALLIED OFFER.

Since M. Clemenceau announced his intention to go to America to plead the case of France, he has been inundated with letters and telegrams offering him congratulations on his decision, and advice on the policy he should put before the American public.

According to a French newspaper, an enterprising American manager has sent him the following offer by cable:—"Three lectures a week for eight weeks. Two hundred thousand dollars. Cable decision." M. Clemenceau replied simply:—"Transmit offer to the boxer, Carpentier."

QUICKER CABLE SERVICE TO INDIA.

LINE DIRECT FROM COLOMBO TO ENGLAND.

Very shortly, says a message from Colombo, it should be possible to despatch a cable from India or Ceylon in the morning with reasonable certainty of receiving a reply the same day. The recovery of the Eastern Telegraph Company's cable service from disorganisation caused by the war has been very marked during recent months, and it is considered now to be fully up to the pre-war standard.

But the Company is not content with this and the new cable, which is at present being laid, should effect a vast improvement in cable facilities, not only of Ceylon but of India and Australia.

This new cable is due in Colombo on the 17th Nov. and will connect Colombo direct with Seychelles. Later on, in December a cable will be laid from Seychelles to Aden. Not only will this give Colombo another direct cable to England but it will also put Ceylon in direct cable communication with South Africa. Previously messages from India and Ceylon for South Africa have had to go up to Aden and sent from there to Zanzibar and thence to Durban. When the cable from Colombo to Seychelles is completed, however, messages from India and Ceylon can be sent to Seychelles and from there to Zanzibar or Mauritius, both of which places are in direct cable communication with Durban and Seychelles. It will also give an alternative route for the cable service between Australia and England.

The cable is being laid by the *Colonia*, a ten-thousand-ton vessel, which has already laid the section from Aden to Guardafui. She has gone from Guardafui to Seychelles and is now laying the cable from Guardafui to Colombo. The *Stephan*, an ex-German cable ship now owned by the Eastern Telegraph Company, is coming out about the middle of December and will lay the section from Guardafui to Seychelles. The *Colonia* will buy her cable two and half miles from Colombo in about thirteen fathoms of water, and the rest of the cable will be paid out on a lighter from the shore to the ship.

The *Colonia* is the vessel which laid the Eastern Telegraph Company's cables in 1913. When this new cable is completed the Eastern Telegraph Company will possess four cables from Bombay and two from Colombo. There are six cables in the Red Sea and six or more in the Mediterranean. One big advantage of the extra cable will be that the Eastern Telegraph Company will be able to deal with traffic in the event of a cable break-down or renewal, and that delays such as were experienced some months ago should be entirely eliminated. It should also relieve the pressure on other cables to such an extent that it should be possible to send a cable to England and get an answer the same day.

"LESE MAJESTE" IN JAPAN.

TWO CASES REPORTED.

A Japanese paper reports two cases of *lese majeste*—one in Tsuroma and the other in Kagoshima.

A teacher of the Russian language class at the Tsuroma Commercial School is charged with having shown disrespect to the photograph of the Emperor in the school by refusing to be present on the occasion of the official celebration of the Emperor's birthday on October 31st and to worship the picture. Other teachers and the students have now started a movement against the teacher in order to compel him to resign.

At a preliminary school in Kagoshima the photograph of the Emperor has been missing since February 7th. On the 24th inst. it was ascertained that K. Isowaki, a teacher in the school, with the aid of one K. Harasuno, removed the photograph and burned it, hoping the Principal of the school would thus be compelled to resign.

Isowaki and his accomplice were at once arrested and sent to prison.

LONDON AND EASTERN TRADE BANK.

This bank was established in October, 1920, with an authorised capital of 200,000 in £10 shares, of which £385,100 has been paid up. It is believed the *Daily Telegraph* says, to represent a certain amount of Russian money which was left in this country, and the chairman is Mr. W. E. Whitaker, who used to be connected with a well-known Liverpool firm and is now known as a large owner of racetracks. A circular has been issued which states that the board of directors, since the beginning of the year, has given its careful consideration to plans for increasing the scope of the bank's activities, and with this end in view, during the summer, entered into negotiations as a result of which they are able to inform the shareholders that they have made the following appointments:—Mr. Angus McPhail to be managing director, Mr. F. H. Hope Simpson and Mr. W. J. Carnegie to be managers. Mr. McPhail's association with the bank dates from November last and Messrs. Hope Simpson and Carnegie will take up their appointments at an early date and it is then the intention of the board to take completely in review the organization of the bank to the end that foreign banking business of a wider and more general nature than has hitherto obtained may be undertaken. The directors believe that the peculiar advantages in special directions which the bank has always possessed will be very happily supplemented by the extended general experience and expert knowledge which will come to them as a result of these appointments. All three gentlemen, it may be remarked, come from the British Overseas Bank, of which the first two were managers.

REFLECTIONS ON RELATIVITY.

SPACE, TIME, AND REALITY.

(FROM "THE TIMES" SCIENTIFIC CORRESPONDENT.)

I cling to the conception of a real universe fundamentally rational. That hope, belief, or prejudice implies first that there is a reality independent of human appreciation, in other words, that the universe is not merely a creation of the human mind; and secondly, that if human appreciation of the universe or of any part of it includes contradictions or absurdities, then the fault is in the human appreciation, not in the reality.

Such an unphilosophical view has received a nasty jar from the doctrine of Einstein, which, according to some of the philosophers, has reduced reality to a set of mathematical formulae, has abolished absolute time and space, and has made the universe necessarily finite. Now, the exclusion of infinity from the formulae which are to comprehend the universe is not so discomfiting as at first sight it seems. Infinity is a shattering term to get into at a sudden; however, you shift it about multiplying or dividing by it, it reduces everything to an equality of nothingness. Probably saying that the universe is a formula and must be finite is no more than saying that the human mind is finite and therefore cannot rationalise the infinite. But with regard to reality and the absolute, there is unexpected comfort to be drawn from Professor Eddington's *Relativity* Lecture and Dr. J. H. Jeans' lucid article on *Relativity* in the new volume of the *Encyclopedia Britannica*.

REALITY AND REFLECTIONS.

From the beginning of thought, every one who has spoken of "reality" has talked with philosophical anxiety round his neck. All that we know, all that we perceive, are thoughts in our minds, and the philosopher is therefore entitled to say that all physics are metaphysics. But in full consciousness of a tightness on the windpipe, we may yet note that there is a striking difference between the kind of thoughts we call observations and the kind of thoughts we call reflections, or more crudely and with still greater danger of being strangled between fact and theory. The difference lies in "fact's" historical habit of blowing "theory" to pieces.

The Egyptians and the Greeks had gathered together very competent observations on the motions of the planets. Reflecting on these, they built up a theory of the universe in which the earth was the centre of revolving spheres to which the planets were attached. This picture of the mechanism of reality, with "secondary" devices, held the field for eighteen centuries. Then, as Dr. Jeans recounts, not theory, but an observation on the position of Mars by Tycho Brahe, a stubborn piece of fact, destroyed the scheme of cycles and epicycles, and opened the way for Kepler and Newton. In their reflecting minds a new scheme of reality was elaborated, in which stars and planets obeyed a universal force of gravitation, swung according to the laws of masses and inverse squares of distance. Then came the observation of Leverrier that the orbit of Mars was rotating in a fashion not to be reconciled with the schemes of Kepler and Newton. Another scheme was shattered by fact, and the genius of Einstein built up a new theory to hold the new observation. The successive stages were observation, reflection on the results of observation leading to schemes which were subsequently to be destroyed by further observations. The Einstein scheme of the objective universe fits the present stage of observations and has, indeed, gone beyond it, giving successful predictions of new observations. But there is no reason to suppose it to be the last word, the final scheme, indomitable by new facts.

RELATIVITY AND THE ABSOLUTE.

The new scheme of the universe is a continuum in four dimensions. The position of a point in the air of a room can be represented by a diagram giving the length of the perpendicular lines drawn from the point to the floor and two adjoining walls. It can also be written as a formula, conventional letters like "x," "y," and "z," being taken for the floor and the two walls, or, in technical language, for the axes of the frame of reference. But if the point is in motion, a fourth quantity must be brought in, the instant of time at which each observation is taken.

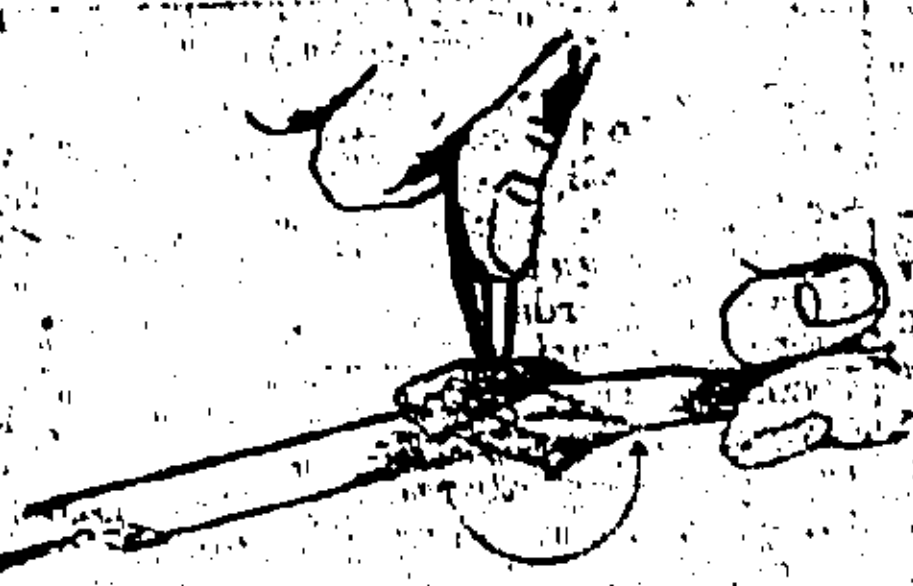
Now, a graph or model with four dimensions, or axes of the frame of reference, cannot be made, but a formula can be written for it just as easily as for one of three dimensions, the letter "t" for time, being added to x, y, and z, with its appropriate number. According to the doctrine of Einstein, the history of any event in the universe can be represented by a "graph" or world line in this four-dimensional continuum, which can be written as a formula, although not represented in a model. In merit is that the graph is the same for every possible observer, wherever he may be placed in the universe and in whatever direction he may be moving. But, according to his position and motion, he will refer the same world line to different axes, that is to say, he will assign to the event or world line conceptions of time and space which are relative to him.

But let it be noted even on the Einstein conception, the world lines are absolute and objective. They are reality; they only the measurement of them and subsequent description of the term in the formula to time or to space that is relative to the observer. Let it be noted, further, that all these measurements, as Sir Oliver Lodge and many others, including the writer of this column, have insisted, depend on the assumption that the velocity of light is absolute, identical whether we are moving towards its source or away from it. Until now all experiments have failed to show any variation in the apparent velocity of light. But will they always fail?

REARING SILVER BLACK FOX IN SCOTLAND.

A new industry, the rearing of silver black foxes, started two years ago in Rosshire as an experiment, has succeeded so well that operations are now being extended with encouragement of the Scottish Board of Agriculture. The climate in certain districts of the Highlands has been found to be most favourable. The increasing demand for furs cannot be met by trapping.

GIFTS FOR MEN.



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Etc., Etc.

AT

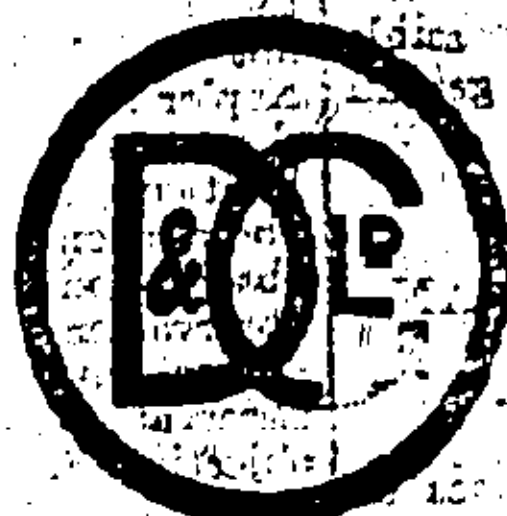
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WIRELESS SHORNEY

SECURED.

REMARKABLE FRENCH INVENTION.

M. Edouard Belin, who recently invented a process by which photographs could be transmitted by radio, has now invented a method which transmits the tapping of wires, messages, etc. This apparatus, used in the case of the "radio-telegram" and the "radio-telegram" is a very simple one. It consists of a cylinder, which is rotated by a motor, and a series of discs, which are placed on an axis joining the cylinder with the motor. Each of these discs, which can be adjusted as desired with regard to the others, carries a notch into which falls a lever which sets in motion the cylinder. Since the discs can be turned at will the relation of the notches to one another can be varied practically infinitely. In this the apparatus resembles a combination lock, and the transmitter and receiver of a wireless message have only to agree to a combination in order to secure secrecy.

According to the intervals separating the notches as the discs revolve, the cylinder will turn in a series of jumps and the wireless emissions will follow an irregular rhythm with periodic silences due to the stopping of the cylinder. Everything depends on the precise angular adjustment of the discs both at the transmitting and receiving posts.

It may be objected that by long and careful observations, and by noting the duration and periodicity of the silences, it would be possible for a third person to discover the system and adjust the instrument in the same manner. In order to overcome this difficulty there is an arrangement by which false signals are made during the pauses of the cylinder. A third person could not distinguish between these false signals and the real signals.

M. Belin naturally considers that he has solved the problem of making wireless as discreet as any other method of communication. Those who are acquainted with the previous work of the remarkable French engineer M. Belin have very little doubt that his hopes will be realized.—Times.

CHANGES IN CONVICT LIFE.

NO MORE "BROAD ARROWS" OR "CROPS."

The "broad arrow," the brand of penal servitude, has been abolished in British prisons. This and many other ameliorations in the life of the convict are described in the annual report of the Commissioners of Prisons and Directors of Convict Prisons, issued recently.

The improvements include:—

A new style of clothing without the broad arrow. Abolition of the "convict crop," the men's hair being cut as in ordinary life. Relaxation of the rule against conversation.

Extension of the "honour" system, which has proved satisfactory. Concerts, plays, and lectures.

Cloze confinement and punishment diet are reserved as a last resort.

The privilege of smoking is greatly appreciated; the "Governor" of Maidstone Prison remarking of long-term prisoners who are allowed to smoke, "their facial appearance is greatly softened."

The Governor of Parkhurst, describing a smoking concert held last Christmas, says: "Men who had not smoked for over ten years were seen bravely puffing at a pipe with grim and pale faces and an unsteady look about their eyes. Some who could bring themselves to speak said they wished they had been allowed to start with a cigarette."

The chaplain of Swansea Prison makes some striking observations, which are embodied in the report, on the new type of convict.

"My long experience," says the chaplain, "has seen a great change in the nature of the inmates of the prisons. The rougher elements are gone; a more sensitive class has arrived. The attention given to our clerical addresses and to the lay lectures shows this. The tone is higher. We are received in calmer visitation with delightful intelligence. Our overtures for a happier future are manfully accepted."

ATHLETE OF 72.

A youthful athlete of 72 was among the 67 competitors who completed the course in the Surrey Walking Club's London to Brighton walk. He was Tommy Hall, "the Sheffield Wonder," who in spite of his age walked from Sheffield to London to take part in the contest.

With his grey hair and short, slight build, Hall presented a wonderfully agile appearance and walked with perfect confidence and ease. He smiled cheerfully at the crowd which surrounded him and was almost lifted off his feet as they showered their congratulations. When told his time was 11 hr. 34 min. 47 sec., he exclaimed amid laughter: "Well, now, I have been just as long longer than I intended."

Later, when he was enjoying a bath, he said that he was feeling as fit as a fiddle. "If I live and keep well I will try and do better next year."

Take a tip from me, that there's nothing like walking to keep you fit. I started from Sheffield on Monday with a backache but I have not got one now. If I had not been walking all my life I would have been in my grave long ago."

Soon after he was telling the young competitors that they must take no notice of "sches or pains." "If you keep at it," he said, "they will go."

The winner of the walk was R.C. Horton, the holder of the 12-hour world's record, who reached the Aquarium in 8 hr. 37 min. 12.5 sec. after a sharp struggle with the Italian Umek, whom he overtook just outside Preston, Circus, about a mile off. Umek's time was 8 hr. 35 min. 42.5 sec. Favers was third in 8 hr. 33 min. 26 sec. Ballahamber being fourth in 8 hr. 54 min. 2.5 sec.

CLERICAL PLEASANTIES.

The vicar of All Saints, South Acton, Rev. H. G. Peile (formerly in the Straits Settlements) while on holiday in Jersey, writes a "frankly frivolous article" in his parish magazine. Clerical life is full of humour, "the vicar says," and I am sorry for the parish priest who cannot enjoy a laugh. Preaching in a pulpit made of open iron work he heard a little boy ask, "Mumma, who is that funny thing in a cage?" Church announcements are often ludicrous. The vicar mentions the following that he overheard priests make:—"After the blessing the bishop will leave, and the congregation will sing 'Now thank we all our God.'" "The collections are for the curate's fund, and (nodding towards the curate) I hope you will do your best for that deserving object." "If you (the congregation) all come to-night you will realize how empty the church is." "When I was a head master of a boarding school in the Far East," the vicar adds, "a Chinese boy was unable to attend on account of ill health. He wrote: 'Sir, I cannot come to school to-day as my stomach is angry with me, as per illustration in margin—a drawing of where the trouble was.'"

FASHIONS AND FINANCE.

The French Minister of Commerce and Industry is very anxious to see a change in women's fashions, since he estimates that the present tendency to simplicity has involved France in a loss of 500,000,000 francs a year. In a circular addressed to all large organisations interested in dressmaking, millinery, and kindred trades and to the various Chambers of Commerce, M. Dior states that exports of what are classified as dress accessories have shown a great falling off by comparison with pre-war years. This branch of exports has not kept pace with the rest in the recovery made since the armistice. It is even lower this year than in the period immediately following the war. He attributes this loss in a large measure to the change in fashions, in which the use of elaborate ornaments and trimmings has been almost entirely suppressed. He urges all the interests concerned to co-operate with him in evolving measures for restoring this important department of French industry.

DRY HUMOUR.

A Grimsby fish merchant who received a letter from America recently found that the stamp was affixed with a pin; the flap of the envelope was also pinned. Inside was the explanation: "This country is so blamed dry, I can't wet the gum."

WORLD THEATRE

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5.15 and 9.15 P.M.

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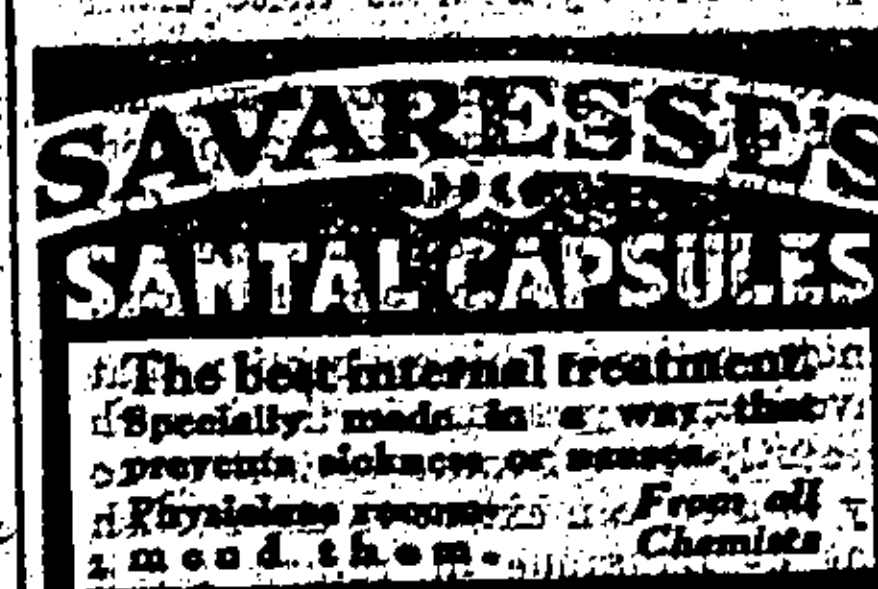
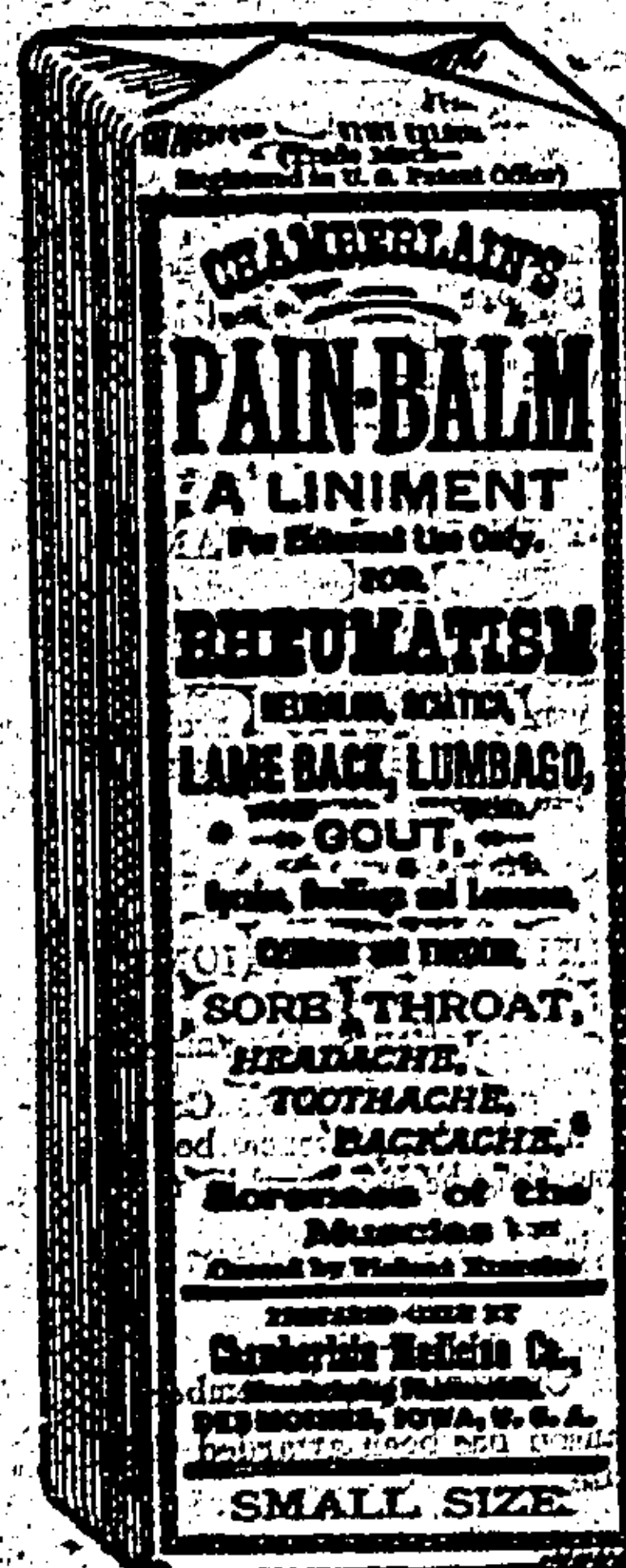
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SHIPPING NEWS

ARRIVALS.

December 11th.

Huichow, British str., 1,280 tons, Capt. J. de Wolf, from Tientsin, with general cargo.—B. & S.

Fuzhou, British str., from Canton.

December 11th.

Yoshino Maru, Japanese str., 338 tons, Capt. Y. Sawada, from Dairen, with a general cargo.—Y. Sato & Co.

Chongqing, Chinese str., from Canton.

Hamburg Maru, Japanese str., 3,155 tons, Capt. J. Nishida, from Singapore with a general cargo.—O.S.K.

Hanjiang, British str., 1,335 tons, Capt. R. H. McNair, from Swatow, with general cargo.—J.M. & Co.

Hannan Maru, Japanese str., from Canton.

Ho Hsing, Chinese str., from Canton.

Huichow, Chinese str., 3,668 tons, Capt. Harcourt, from Sumatran, with a general cargo.

Lisbon Maru, Japanese str., 4,341 tons, from Japan, with a general cargo.—N.Y.K.

New Mathilde, British str., 855 tons, Capt. H. J. Cookson, from Haiphong, with a general cargo.—Yik Tai S.S. Co.

Pasat, Norwegian str., 774 tons, Capt. C. Faye, from Haiphong, with a general cargo.—Kai Yuo & Co.

Poolee, Chinese str., 314 tons, Capt. Leo Ping, from K. C. Wan, with a general cargo.—Hung Shun S.S. Co.

Providence, Norwegian str., from Canton.

Sunka Maru, Japanese str., 1,508 tons, Capt. H. Furukawa, from Hongkong, with coal.—M.B.K.

Seikai Maru, Japanese str., 1,958 tons, Capt. Y. Miyakura, from Moji, with a general cargo.—O.S.K.

Sungshan Maru, Japanese str., 1,502 tons, Capt. G. Kawamura, from Shanghai, with a general cargo.—N.Y.K.

Tamara, British str., 1,438 tons, Capt. H. Gauld, from Manila, with a general cargo.—B. & S.

Tatsumi Maru, Japanese str., 4,275 tons, Capt. D. Aoshima, from Shanghai, with a general cargo.—N.Y.K.

Tijilatjan, Dutch str., 3,559 tons, Capt. P. Abbo, from Balikpapan, with a general cargo.—J.C.J.L.

Yingchow, British str., from Canton.

Yuenwang, British str., 1,193 tons, Capt. S. O. Mitford, from Manila, with a general cargo.—J.M. & Co.

CLEARANCES.

December 11th.

Agapenor, for Manila.

Alecinou, for Singapore.

Bendoran, for Manila.

Chidlar, for Swatow.

Chipsing, for Canton.

Hanjiang, for Canton.

Ho Hsing, for Wuhaiwei.

Hok Canton, for K. C. Wan.

Hydrangea, for Swatow.

Kaifung, for Shanghai.

Kalgan, for Swatow.

Kuichow, for Bangkok.

Nagato Maru, for Singapore.

Patrick Henry, for Manila.

Shinshu Maru, for Foochow.

Sungshan Maru, for Canton.

Tatsumi Maru, for Singapore.

Yingchow, for Shanghai.

PASSENGERS.

ARRIVALS.

Per a.s. Hanjiang, on December 11th.—Mr. B. Watson.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Asia leaves Yokohama to-day at 9 a.m., and is due at Hongkong on December 22nd, at 10 a.m.

The R.M.S. Empress of Australia left Kobe on December 9th, at 3 p.m., and was due at Shanghai yesterday (December 11th), at 6 p.m.

The R.M.S. Empress of Russia left Yokohama on December 9th, at noon, and is due at Vancouver on December 18th.

The N.Y.K. s.s. Yoshino Maru (Australian line) left Manila for Hongkong on December 11th, and is expected here on December 13th.

VESSELS EXPECTED.

G. of Dunkirk (Bank Line), due Dec. 29th.

City of York (Bank Line), due Dec. 21st.

Diamond (Blue Funnel), due Dec. 23rd.

E. of Australia, due Dec. 14th, 5 p.m.

Tafuku Maru (N.Y.K.), due Dec. 12th.

Keenan (Blue Funnel), due Dec. 22nd.

Wingchow (Blue Funnel), due Jan. 10th.

President Lincoln (P.M.), due Dec. 23rd.

President Taft (P.M.), due Dec. 18th.

Takao Maru (N.Y.K.), due Dec. 15th.

Tamba Maru (N.Y.K.), due Dec. 15th.

Telemachus (Blue Funnel), due Feb. 4th.

Thetis (Blue Funnel), due Dec. 28th.

Yoshino Maru (N.Y.K.), due Dec. 14th.

HONGKONG METEOROLOGICAL REGISTER.

	Hongkong Observatory, December 11th.		
	Previous Day at 2 p.m.	On Date at 5 a.m.	On Date at 2 p.m.
Barometer	30.07	30.13	30.06
Temperature	69	62	67
Humidity	83	43	40
Wind Direction	E	ENE	E
Force	1	2	3
Weather	B	B	B
Rain	0.00	0.00	0.00
Highest open-air Temperature on 10th	70		
Lowest open-air Temperature on 11th	59		

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Dec. 15th. Dec. 23rd.

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s.s. "TAIKWA MARU" ... on or about 21st Dec.

For KEELUNG via Swatow & Amoy

s.s. "HOZUI MARU" ... on or about 21st Dec.

For further particulars, please apply to—

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YOKOHAMA MARU ... Thursday, 11th Jan., at 11 a.m.

MARSHALLS, LONDON & ANTWERP via Singapore, &c.

KITANO MARU ... Wednesday, 20th Dec., at 11 a.m.

HAMBURG via LONDON, HULL, ROTTERDAM.

LIEBOW MARU ... Tuesday, 19th Dec.

LIVERPOOL via MARSHALLS & VALENCIA.

TSUBUGA MARU ... Tuesday, 26th Dec.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Tuesday, 19th Dec., at 11 a.m.

YOSHINO MARU ... Tuesday, 16th Jan., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

DURBAN MARU ... End of December.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.

SOMBAIA via Singapore and Colombo.

TAKAKURA MARU ... Friday, 15th Dec.

KAMAKURA MARU ... Wednesday, 27th Dec.

CALCUTTA via Singapore, Penang & Bangkok.

CEYLON MARU ... Friday, 22nd Dec.

OSAKA MARU ... Saturday, 6th Jan.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 14th Dec., at 11 a.m.

TAMBA MARU (calling Moji) ... Saturday, 16th Dec.

SHANGHAI, KOBE & YOKOHAMA.

JUFUKU MARU (calling Keelung) ... Thursday, 14th Dec.

KATORI MARU ... Wednesday, 20th Dec., at 11 a.m.

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U.S.S.B. "West Chopaka" ... Due Hongkong 3rd Jan.

U.S.S.B. "Apus" ... Due Hongkong 25th Jan.

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U.S.S.B. "West Ivan" ... Due Hongkong 4th Jan.

U.S.S.B. "West Ivan" ... Leave Hongkong 6th Jan.

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about 14th December.

Further sailings. Expected on or about. Will leave for above ports on or about.

M/S. "Panama" ... 18th January, 1923.

M/S. "Africa" ... 20th February.

M/S. "Chile" ... 18th March.

Subject to change without notice.

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WEATHER REPORT.

Dec. 11th, at 10.45.—Pressure has decreased considerably over N.E. Japan, moderately over the Bonins, and slightly at Guam. It has increased moderately at Shanghai and is nearly stationary at other reporting stations.

The depression has deepened and passed into the Pacific.

The anticyclone has strengthened.

Moderate to fresh monsoon may be expected along the S.E. coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m., 11th Dec., 0.0 inch. Total since January 1st, 1922, 18.71 inches, against an average of 32.36 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast

Hongkong to Gap Rock ... N.E. winds, fresh; fine.

Formosa Channel ... N.E. winds, strong.

South coast of China between Hongkong and Lamook ... The same as No. 1.

South coast of China between Hongkong and Hainan ... The same as No. 1.

HONGKONG TIDE TABLE.

From Dec. 12th to 18th, 1922.

Days of Week	Days of Month	HIGH WATER			LOW WATER		
		H'kong Standard Time	Height	H'kong Standard Time	Height	H'kong Standard Time	Height
Tue.	12	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		2 54	5 8	8 49	2 3	10 48	3 8
Wed.	13	4 40	5 8	10 48	2 3	11 53	3 3
		4 48	5 8	11 53	3 3	12 43	2 4
Thur.	14	6 14	5 8	1 08	2 5	1 08	2 5
		6 51	5 3	0 51	2 7	1 51	1 3
Fri.	15	6 58	7 1	1 13	2 9	2 25	1 3
Satur.	16	7 38	5 0	1 49	3 0	3 16	0 9
Sun.	17	8 15	7 8	2 25	1 3	3 53	0 8
Mon.	18	8 53	8 0	3 05	0 9		

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PASSENGER SERVICE.

"CITY OF PARIS" ... 23rd Dec. ... Marseilles & London.
 "CITY OF YORK" ... 14th Feb. ... Marseilles & London.
 "CITY OF SIMLA" ... mid. March ... Marseilles & London.
 "CITY OF POONA" ... mid. April ... Marseilles & London.

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Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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ABOINE	24th Nov.	29th Dec.	23rd Jan.
CORDILLERE	1st Dec.	5th Jan.	6th Feb.
ANGKOR	15th Dec.	19th Jan.	20th Feb.
ANGERS	29th Dec.	2nd Feb.	6th March.

RATES OF PASSAGE MONEY, IN FORCE FOR THE PRESENT, TO MARSEILLES.

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 HAIPHONG ... Capt. J. S. Thomson ... 15th Dec. at 1 p.m.
 HAIPHONG ... Capt. J. H. Walker ... 19th Dec. at 12 Noon.

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"KASHGAR"	9,000	27th Dec.	Bombay, Madras, London & Antwerp
"NAGPORE"	5,300	10th Jan., 1923	Singapore, Colombo & Bombay
"PLASSY"	7,900	10th Jan.	Marseilles, London & Antwerp
"SARDINIA"	6,800	24th Jan.	do
"WELLFORD"	8,800	7th Feb.	do
"DELTA"	8,000	7th Feb.	do
"RHIVA"	9,000	21st Feb.	Bombay, Madras, London & Antwerp
"MOREA"	11,000	7th Mar.	do
"KASHMIR"	8,841	21st Mar.	Marseilles, London & Antwerp
"DONGOLA"	8,000	4th Apr.	do
"NANKIN"	7,000	18th Apr.	do
"KARNATA"	9,000	2nd May	do
"KASHGAR"	9,000	16th May	do
"NYANZA"	7,000	30th May	do

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"JAPAN"	6,000	21st Dec.	Singapore, Penang & Calcutta.

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 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

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"JAPAN"	8,000	14th Dec., D.L.	Amoy, Kobe & Moji.
"SARDINIA"	6,700	20th Dec.	Shanghai & Japan.
"TANDA"	7,000	20th Dec.	Shanghai & Japan via Amoy.
"NELLORE"	8,853	30th Dec.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

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"MEXICO MARU" ... Tuesday, 24th Dec.
 BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"ANDER MARU" ... Monday, 25th Dec.
 SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

"BUSHO MARU" ... Monday, 1st Jan., 1923
 CALCUTTA via SINGAPORE & RANGOON.

"EIKAI MARU" ... Tuesday, 19th Dec.
 VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Fasting cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"ALABAMA MARU" ... Thursday, 21st Dec.
 NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"ALABAMA MARU" ... Monday, 22nd January.
 NEW ORLEANS LINE via SINGAPORE.

"PABIS MARU" ... Tuesday, 19th Dec.
 KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class passengers.

"KALIO MARU" ... Every Sunday, 10 a.m.
 "AMAKUSA MARU" ... Thursday, 14th Dec.
 "BOREU MARU" ... Thursday, 14th Dec.

For sailing dates and further particulars please apply to—

Tel. Central No. 409.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SHANGHAI & TSINGTAO	"YINGKOW"	On 12th Dec., D.L.
AMOI, MANILA, CEBU & ILOILO	"FAMING"	On 12th Dec., 4 p.m.
HAIPHONG	"WEAN"	On 14th Dec., Noon
AMOI & SHANGHAI	"HUIYANG"	On 14th Dec., D.L.
BANGKOK	"HUICHOW"	On 14th Dec., 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	"YENNAN"	On 16th Dec., 10 a.m.
SHANGHAI & TSINGTAO	"SUNNING"	On 16th Dec., D.L.
HOIHOW & BANGKOK	"LINAN"	On 16th Dec., 10 a.m.
SHANGHAI & PUKOW	"LUGBOW"	On 17th Dec., D.L.
SWATOW & SINGAPORE	"KWEIYANG"	On 17th Dec., 10 a.m.
SHANGHAI & TSINGTAO	"LIANGHONG"	On 18th Dec., D.L.
SWATOW & BANGKOK	"KINGYUAN"	On 19th Dec., 10 a.m.

Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wootung.

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila & Australian Ports
"OHANGHEA"	30th Dec.	4th Jan.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Fruit, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried. Red Cross Tents, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "WRAY CASTLE" ... sailing on or about 18th December.
 S.S. "LOWE CASTLE" ... sailing on or about Middle January

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & PANAMA PORTS.

FUMME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "FIUME" ... sailing on or about 10th January.

FOR BRINDISI, VENICE & TRIESTE

S.S. "NIPPON" ... sailing on or about 20th December.
 S.S. "FIUME" ... sailing second half of January.

Passengers' Luggage can be insured at the Office of the Agents.

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 Through Bills of Lading issued from Hongkong.

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Freight and Passengers

Fare to European Ports U.S. \$2820.50 First Class
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SAN FRANCISCO via SHANGHAI, Kobe, YOKOHAMA and HONOLULU
 Leaves Hongkong ... Arrives San Francisco

S.S. "PRESIDENT TAFT" ... Dec. 24th ... Jan. 24th, 1923.
 S.S. "PRESIDENT LINCOLN" ... Jan. 24th, 1923 ... Jan. 24th, 1923.
 S.S. "PRESIDENT CLEVELAND" ... Jan. 24th, 1923 ... Feb. 12th, 1923.

*This steamer proceeds homeward via Manila and thence direct to Shanghai and usual ports.
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HONGKONG-MANILA SERVICE

S.S. "PRESIDENT TAFT" ... Leaves Hongkong ... Arrives Manila
 S.S. "PRESIDENT LINCOLN" ... Dec. 24th ... Dec. 26th.
 S.S. "PRESIDENT CLEVELAND" ... Jan. 15th, 1923 ... Jan. 17th, 1923.

HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG and BANGKOK
 S.S. "JACOB" ... Dec. 21st.

TAMPA-INTER-OCEAN S.S. CO.

For SAVANNAH, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, HAITI, PORT
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 S.S. "HEFFRON" ... Feb. 5th, 1923.

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